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(1982-83)

1984

(No. 11)



1984

PARLIAMENT OF TASMANIA



TRANSPORT COMMISSION

REPORT FOR YEAR 1982-83

Presented to both Houses of Parliament pursuant to section 26 (1) of the Transport Act 1981

By Authority:

A. B. CAUDELL, Government Printer, Tasmania

Office of the Commissioner for Transport,
1 Collins Street, Hobart 7000
28 October 1983

The Honourable F. R. GROOM, M.H.A.,
Minister for Transport,
Parliament House, Hobart 7000

SIR,

In accordance with section 26 (1) of the Transport Act 1981, I have the privilege to submit for presentation to Parliament a Report of the operations, business, and affairs of the Transport Commission for the year ended 30 June 1983, together with a copy of accounts certified by the Auditor-General.

Yours faithfully,

A. J. PEDDER, Acting Commissioner for Transport.



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REPORT FOR YEAR
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TRANSPORT COMMISSION

In 1981 the Parliament of Tasmania passed the Transport Act 1981 which repealed the Transport Act 1938 and abolished 'The Transport Commission' constituted thereunder.

The Transport Act 1981 empowers the Governor to appoint a Commissioner for Transport incorporated as a corporation sole with the corporate name 'Transport Commission'.

The powers of the Commission can be summarised thus —

- to regulate and control transport by road, water, or air within the State other than any bus service operated by the Metropolitan Transport Trust;
- to enter into contracts for the carrying on, and maintenance, of transport services in this State;
- to carry on as a commercial undertaking the manufacture, maintenance, repair, and sale of light engineering products;
- to grant exemptions from payments or obligations (including payment of taxes levied in respect of motor vehicles) relating to transport as may be prescribed, and to make refunds and adjustments as may be necessary for that purpose;
- to take such steps as may be necessary for effecting the co-ordination of transport services, and the improvement of facilities for transport in this State;
- to operate and conduct shipping services between places within this State and between this State and any other part of the Commonwealth; and
- in an emergency, to enter into a contract for the carrying on and maintenance, in a particular case and for the purpose of meeting a particular emergency, of any transport service between any place in this State and any other place.

The functions of the Commission as set out in the Transport Act 1981 are —

- to devise, initiate, and carry out measures for the co-ordination, improvement and economic operation, of the means of, and facilities for, transport in this State, other than transport by rail and transport services operated by the Metropolitan Transport Trust;
- to ensure so far as is practicable the provision of transport services (other than transport by rail or transport services operated by the Metropolitan Transport Trust) adequate to meet the requirements of the public;
- to administer the Traffic Act 1925; and
- to do anything incidental or conducive to the performance of any of the preceding functions.

The Act provides that in the exercise of its powers, and in the performance of its functions, the Transport Commission shall be subject to the control of the Minister, but such control does not extend to the issue of any form of licence under the Traffic Act 1925.

TRANSPORT DEPARTMENT

Section 9 of the Transport Act 1981 provides that the Commissioner for Transport and all persons employed under that Act, together with the Administrator of Road Transport appointed under the Traffic Act 1925, shall constitute a body known as the Transport Department.

The Department, which has adopted the corporate style 'Transport Tasmania', comprises eight Divisions, the roles of which may be summarised as follows:—

- **Secretariat Division** — Provides executive and administrative support to the Department through its Administration, Legal, Personnel and Public Relations Sections, and is the principal means of liaison between the Minister and the Department.
- **Finance Division** — Responsible for the accounting, payroll, auditing and data processing services to all Divisions. Administers the computer system which also provides services to the Metropolitan Transport Trust, Department of Main Roads, Lands Department and Australian National Railways.
- **Economic Planning and Research Development Division** — Undertakes planning and research activities to support its role in providing specialised transport policy advice.

- **Marine Division** — Provides advice on all marine policy matters. Operates and maintains the Bruny Island Vehicular Ferry Service and an intrastate/interstate cargo vessel link.
- **Transport Regulation Division** — Administers the Traffic Act 1925 and Regulations and recommends legislative amendments thereto. Responsible for testing and licensing of drivers, registration of vehicles, licensing of public vehicles and vehicle inspections. Liaison with other Authorities on related road safety matters.
- **Traffic Engineering Division** — Responsible for traffic management planning and the investigation, design and installation of traffic control devices on Tasmanian roads. Undertakes research functions related to vehicle and pedestrian movements, vehicle speeds and traffic volumes. Maintains the State traffic accident research file.
- **Urban Transport Co-ordination Division** — Co-ordinates the implementation of major transport improvements in the Hobart and Launceston areas, in particular those derived from the Launceston Transportation Revision 1976-77 and the Derwent Region Transportation Study 1980.
- **P.T.A. Engineering** — An Australian Standard 1822 certified light engineering workshop specialising in the design, fabrication, manufacture, repair, electroplating and metal finishing of parts for industry, using sophisticated machining technology.

The activities of these Divisions during 1982-83 are outlined in the following pages.

The Transport Commission and the Divisions of the Transport Department are administered by the following senior officers:—

TRANSPORT COMMISSION

Commissioner for Transport: R. W. J. MORRIS, B.E., M.Eng., Sc., M.I.E. (Aust.), M.C.I.T.

TRANSPORT DEPARTMENT

SECRETARIAT DIVISION

Secretary: A. J. PEDDER, M.C.I.T.

FINANCE DIVISION

Director of Finance and Data Processing: D. T. YAXLEY, A.A.S.A., A.A.C.S., M.C.I.T.

ECONOMIC PLANNING AND RESEARCH DIVISION

Director: B. J. LYNCH, M.Sc., B.Ec., D.P.A., M.C.I.T.

MARINE DIVISION

Director of Marine: T. MOREHEAD, Extra Master Mariner.

TRANSPORT REGULATION DIVISION

Administrator of Road Transport and Registrar of Motor Vehicles: A. L. FISHER, B.E., F.C.I.T.

TRAFFIC ENGINEERING DIVISION

Chief Traffic Engineer: A. V. PETERS, M.I.E. (Aust.)

URBAN TRANSPORT CO-ORDINATION DIVISION

Co-ordinator: W. J. COUNSELL, B.Sc.(Hons).

P.T.A. ENGINEERING

Manager: J. D. GOUGH.

SECRETARIAT DIVISION

The Secretariat Division continued to provide executive, administrative, legal, personnel and public relations support to the Department and the Minister throughout the year.

AERODROMES

The Department owns and is responsible for the operation of the aerodrome at Smithton and authorised landing areas at Bridport, Cape Barren and Melaleuca.

The Commonwealth Department of Aviation meets 50 per cent of maintenance and capital costs of Smithton aerodrome under the Local Ownership Plan. The Plan also applies to local government owned aerodromes at Queenstown, Strahan and St Helens where 50 per cent of costs are met by the Commonwealth, 40 per cent by the State, and 10 per cent by the local government authority.

This Department liaises with the local authorities on maintenance and funding.

The State reimburses the Department for costs incurred in the upkeep of the authorised landing areas. \$30 000 was expended by the State during the year. \$9 000 was spent on partial reseal of Smithton aerodrome; it is proposed to complete the seal over a three-year period.

COUNCILS AND COMMITTEES

- Australian Transport Advisory Council (A.T.A.C.) — A.T.A.C. comprises the Commonwealth, State and Territory Ministers for Transport who report to their respective governments on matters relating to the co-ordination and efficient operation of transport in Australia.
- Co-ordinating and General Transport Group (C. & G.) — C. & G. is one of four A.T.A.C. Policy Groups. It comprises principal Ministerial advisers (usually the Permanent Heads of relevant Departments) and deals with overall issues of policy co-ordination and development and energy, as well as topics which do not fall within the terms of reference of the other Groups (Railway, Road and Motor Transport).
- Transport Industries Advisory Council (T.I.A.C.) — T.I.A.C. comprises members, appointed by the Commonwealth Minister for Transport, from management in the transport industry, transport users, government and semi-government bodies, unions and academia.

Its functions are to provide advice and comment to the Minister on policy issues affecting the transport industry, as well as recommendations on how to improve Australia's transportation system.

PERSONNEL SECTION

The Personnel Section is responsible for the Department's personnel and industrial matters, excluding sea-going and stevedoring personnel and maritime industrial matters which are the responsibility of the Marine Division.

Staff are covered by 3 Federal Awards, 12 State and 2 Industrial Agreements.

The number of staff employed in the Department has decreased from 460 in 1980-81 to 441 in 1982-83 (see Appendix 1.8).

TRANSPORT COMMISSION SALARIED OFFICERS' CLASSIFICATION COMMITTEE

The Committee is constituted under the Salaried and Senior Officers' Transport Instrumentalities Award 1977 (Part 2) and consists of —

- an independent Chairman appointed by agreement between the Transport Commission and the Australian Transport Officers' Federation (A.T.O.F.);
- the Secretary of the Department, or his nominee;
- a representative of the officers concerned nominated by A.T.O.F.

The Committee's functions are to classify all positions, classes, grades and sections of salaried officers, to hear appeals made by individual officers or grades of officers against their classification, and to correct errors or anomalies in any classification. The Committee's findings are recommendatory only, and of no effect unless approved by the Commission.

There was no classification appeals in 1982-83.

TRANSPORT COMMISSION SALARIED OFFICERS' PROMOTIONS APPEAL BOARD

The Board is also constituted under the Salaried and Senior Officers' Transport Instrumentalities Award 1977 (Part 2).

It consists of —

- an independent Chairman and Deputy Chairman appointed by agreement between the Commission and A.T.O.F. (the Deputy sitting only when the Chairman is unable to do so);
- a representative of the Department;
- a representative of A.T.O.F.

Its function is to hear appeals by officers against the provisional appointment of an officer to a position of a class or grade higher than that held by him immediately before his promotion.

The grounds of appeal are limited to —

- superior efficiency; or
- equal efficiency and seniority.

The decision of the Board is final and binding.

Two appeals were lodged in 1982-83; one was upheld and the other was disallowed.

LEGAL SECTION

The section has been engaged in a wide range of legal activities throughout the year, advising the Commissioner and departmental officers on such matters as interpretation of the Transport and Traffic Acts and associated legislation and regulations, insurance claims, debt collection, workers' compensation claims and motor vehicle claims. The section also advised the Prosecution Officer, Transport Regulation Division, on prosecutions under the Act and regulations, and conducted the more difficult prosecutions involving legal argument.

Some 24 appearances were made before the Public Vehicles Licensing Appeal Tribunal on behalf of the Commission, and the Registrar of Motor Vehicles was represented before Magistrates in 44 drivers' licences appeals.

The section was also involved in drafting amending legislation, advising the Minister on legal matters and providing opinions to various departmental officers on such diverse matters as licensing, shipping and commercial undertakings, and assisting the Australian National Railways Commission in obtaining titles and transfers of land under the Railways (Transfer to Commonwealth) Act 1975. The Minister also requested legal assistance to the Metropolitan Transport Trust.

PUBLIC RELATIONS SECTION

Material for feature articles, information items and other transport information was prepared for the media, schools and individuals.

The Department continued to be represented on the Board of Management and the Southern Regional Division of the Tasmanian Tourist Council.

Student tours of specialist work areas (such as the computer facilities, the computerised traffic control system, regional Motor Registries) and active participation with student work experience programs were practical examples of the Department's philosophy of community involvement during the year.

Publicity and promotional and display material was prepared for P.T.A. Engineering's display stand at the Sydney International Mining Exhibition early in 1983, and it was used again later in the year for an exhibition at Queenstown.

Assistance was also given to a staff educational program on customer relations held at all branches of the Motor Registry throughout the State.

Preliminary work has begun, in conjunction with the Commonwealth Department of Trade, for P.T.A. Engineering's participation in the Mining Indonesia Exhibition to be held in Jakarta in October 1983. In conjunction with this exercise a completely new promotional brochure is being developed for P.T.A. Engineering.

FINANCE DIVISION

The Division was responsible for the financial, accounting, data processing and internal audit services for the Department. Computer facilities were also provided to a number of other Government Departments and Authorities.

Major achievements during the financial year were —

- significant improvements to response time which increased the number of Motor Registry transactions from 850 to 1 380 per hour, and decreased the average transaction time from 1.7 minutes to 1.3 minutes — about 95 per cent of transactions are now processed in less than 1 minute;
- the purchase of a third processor (Prime 550II) to provide more processing power to service an increasing number of users and applications, and to provide a back-up facility for each of the two other computers;
- the transfer of certain Motor Registry file data (mainly historical) to microfiche facilities in Hobart, Launceston, Devonport and Burnie, enabling improved response time and obviating the need to increase the number of disk drives for the time being.

The Division continues to assist other Departments and Authorities with computer facilities where it is feasible to use existing commercial software and clerical support staff. The advantage of being able to include both senior clerical staff and data processing technical staff on project teams has been amply demonstrated with the successful conversion of the Ambulance Board, T.G.I.O. and State Fire Commission's requirements.

ECONOMIC PLANNING AND RESEARCH DIVISION

This Division conducts economic, financial, social, planning and operational studies, investigations and analyses into various issues and problems relating to land, sea and air transport in Tasmania. Part of its function is to identify, develop and prepare recommendations for Government consideration on initiatives and policies to improve the efficiency, economics and equity of service facilities, systems and regulation of all modes of transport serving Tasmania.

RESEARCH AND INVESTIGATIONS

A significant amount of research and investigation was undertaken during the year in relation to Bass Strait shipping. The Division's Director chaired the Working Group representatives from the Transport and Tourism Departments and Northern Marine Boards, which reported on trade and passenger flows, ports, shipping and the impact of alternate shipping arrangements for consideration in respect of all proposals received for possible replacement services.

Work was also carried out, with the assistance of consultants, in determining the arrangements for bulk handling of fuel at King Island, and on assessing Bass Strait shipping costs under various shipping regimes and cargo handling systems.

The Division was responsible for the study undertaken in relation to assessing the level of unsatisfied demand in respect of the sea passenger service.

The Division was involved also in examining issues such as road charging for new traffics, the case for upgrading Hobart Airport and a major review of the Tasmanian Freight Equalisation Scheme in co-operation with Tasmanian industry.

Liaison with the Centre for Transport Economics at the University of Tasmania was maintained during the year, which included involvement in the development of several studies of transport interest.

REPORTS AND PAPERS

The following reports and papers were prepared during the year:—

- Tasmanian Private Bus Industry Policy Study — which examined the financial and operating performance of the Tasmanian private bus industry. It represented the first such major study into this industry in Tasmania, and developed recommendations in respect of the future of the industry.
- Government Transport Fleet Study — to establish whether opportunities appeared to exist for significant reductions in the cost of operating the Government's motor vehicle fleet. The review examined the cost of owning and operating the fleet, vehicle utilisation, maintenance and servicing arrangements and areas of significant cost reduction.
- Pricing and Distribution of Petrol in Tasmania — prepared at the request of the Consumer Affairs Council to provide input into the recent inquiry into wholesale and retail petrol prices in Tasmania. The investigations paralleled work on this topic in 1978, and included a sample survey of retail outlets to determine retail margins and the efficiency of the retail distribution of motor spirit.
- Transport and Parking Concessions for Disabled Persons — the issue of transport and parking concessions to disabled persons was examined and certain recommendations were made to Government.
- Forecast of Traffic Movements for the East Tamar Highway — an assessment of future traffic movements along the East Tamar corridor made at the request of the Department of Main Roads for input into a major planning exercise for the area.
- Air Freight of Chilled Meat to the Middle East — the question of air freighting chilled meat direct to Middle East markets was examined in some detail.

LIBRARY AND INFORMATION SERVICE

The information service progressed during the year. Some 600 monographs were added to the library collection and subscriptions were taken out for 28 new serials, bringing the total number of serials available for circulation to 190.

The provision of reference services to Transport Department staff continued, including the use of computerised searches involving facilities at the State Library of Tasmania.

MARINE DIVISION

The Division provided advice to the Commissioner for Transport on matters of marine policy, including —

- replacement of 'Empress of Australia';
- trans-Derwent ferry services;
- Mersey River ferry service;
- reinstatement of Whitemark Wharf;
- Tasman Bridge navigation;
- Bass Strait cargo shipping service;
- coastal surveillance;
- unmanning of lighthouses;
- protection of the Tasmanian environment from the effects of oil spills;
- State involvement in the Antarctic;
- port and marine planning and research.

COUNCILS AND COMMITTEES

- Marine and Ports Council of Australia (M.P.C.A.) — Tasmania is represented by the Minister for Transport, and the Director of Marine is an advisor. M.P.C.A. advises the Commonwealth and State Governments on marine and port matters, and the meetings this year covered such diverse topics as —
 - implementation of international treaties;
 - small boat safety;
 - stevedoring operations at Australian ports;
 - national ship repair industry;
 - fishing industry matters;
 - sub-standard foreign ships.
- Maritime Industry Advisory Council (M.I.A.C.) — At the State level the Government disbanded Shipping Review Committee, and created M.I.A.C. to deal primarily with maritime industrial relations. M.I.A.C. is chaired by the Deputy Premier and Minister for Industrial Relations, and secretarial services are provided by this Division. Two meetings were held during the year, and discussions concerned —
 - industrial exemptions for Tasmanian transport;
 - Government options to ameliorate the effects of disputes;
 - proposed State industrial legislation;
 - Tasmanian Freight Equalisation Scheme;
 - promotion of Bass Strait transport facilities.

COASTAL SHIPPING SERVICES

The intrastate/interstate cargo link 'M.V. Straitsman' did not escape the effects of the recession which, combined with substantial rises in operating costs, resulted in an increase in the trading deficit by \$465 109 over 1981–82. Overall costs increased by \$753 912, more than half of which was attributable to increases in stevedoring charges, bunker fuel and salaries. These costs are outside the Division's control.

Normal growth rates in cargo carried did not eventuate and the volume carried was similar to that of 1981–82. Revenue increased by \$288 803 through increased freight rates and a shift in emphasis on various trades. It is of interest to note that 10 per cent more volume of cargo was carried in the latter half of the year compared with the first half year. There were substantially reduced cargo volumes in the King Island trade because of depressed activity at King Island Scheelite Ltd and reduced shipments of livestock (except to Stanley), kelp and general cargo.

The only growth was in the Melbourne-Stanley trade where cargo carried increased by about 10 per cent. There are prospects of a further increase in cargo on the Melbourne-Stanley run in 1983–84, counter-balanced by the possibility of further reductions in the King Island trade unless scheelite and kelp markets improve.

Everyone associated with the vessel tries to ensure the vessel operates to its maximum potential, but the substantial cost increases experienced this year underline the necessity to provide a more suitable vessel for the trade. Investigations into this are proceeding.

BRUNY ISLAND FERRY SERVICE

The new ferry terminals at Kettering and Roberts Point for the Bruny Island ferry service could not be opened until 4 June 1983 because of technical problems attributable to design defects, thus the benefits of the shorter crossing were not available until the last month of this financial year.

The number of vehicles carried dropped by 5 336 which reflected, amongst other causes, decreased usage of the service by contractors' vehicles as terminal construction was completed. There was a subsequent decrease in revenue by \$67 837. Parallel increases in operating costs and capital charges resulted in an overall loss of \$757 782.

It is anticipated the introduction of the shorter crossing will stimulate usage of the service and produce some increase in revenue, but the most attractive means of containing the deficit is to control costs. Capital charges will be reduced from this year when the old terminals are written off and the capital debt of the new terminals is discharged, but increases in crew wages and fuel costs are inevitable and must lead to consideration of a rise in fares which were increased last in April 1981.

TRANSPORT REGULATION DIVISION

The role of the Division is centred on the responsibilities imposed on the Transport Commission, the Administrator of Road Transport and the Registrar of Motor Vehicles by the Traffic Act 1925 and its associated traffic regulations.

The Division comprises three sections, Mechanical Engineering, Public Vehicles and Motor Registry.

BOARDS AND COMMITTEES

The Division represents the Department on the following Boards and Committees:—

- Australian Motor Vehicle Certification Board (A.M.V.C.B.) — which ensures that new vehicles meet the Australian Design Rules for safety and environmental standards. The Board reports directly to the Australian Transport Advisory Council (A.T.A.C.).
- Advisory Committee on Vehicle Performance (A.C.V.P.) — which sets standards for, and encourages uniformity in, the construction, performance and loading of vehicles in service. The Committee reports to A.T.A.C. through the Motor Transport Group (M.T.G.).
- Advisory Committee on Vehicle Emissions and Noise (A.C.V.E.N.) — which sets standards for exhaust emissions and noise for both new and in-service motor vehicles. This Committee also reports to A.T.A.C. through M.T.G. Representation on the Committee is shared with the Department of the Environment.

MECHANICAL ENGINEERING SECTION

The section's activities in 1982–83 concentrated on operational roles, specifically —

- providing advice on, and approving, modifications to motor cars and light commercial vehicles in respect of engine changes, fitting of wide wheels, seating installations in light vans and the construction of home-built vehicles;
- adjustments to G.V.M and G.C.M. ratings on trucks and prime movers;
- inspections of new vehicle models for registration purposes;
- providing advice to the public on safety and inspection standards for motor vehicles and trailers.

VEHICLES CARRYING DANGEROUS GOODS

In February 1982 a system was introduced for the annual inspection of vehicles carrying certain classes of dangerous goods, specifically those vehicles operated by oil and gas companies for transporting petroleum, kerosene and liquid petroleum gas.

The system was expanded in May 1983 to include vehicles operated by fuel distributors, country fuel agents and general carriers, so all vehicles carrying more than 2 000 litres of petrol or kerosene, or 500 litres of liquid petroleum gas, now are inspected at least once each year. Inspection procedures were revised also as a result of the experience gained in the first 12 months of the scheme.

The scheme has proved effective in two ways, roadworthiness of the vehicles has improved in the important areas of brakes, tyres and lighting, and they are better equipped for safety purposes with fire extinguishers, isolating switches and warning signs.

SAFETY OF LOADS ON LOG TRUCKS

The safety of loads on log trucks has been a major cause for concern to both the Transport Department and the Department of Labour and Industry.

Both Departments have combined to develop a guide to safe loading for log truck operators. A valuable contribution to the guide was made by the log hauling and road transport industries and the manufacturers of log hauling vehicles. It is, in effect, a code of practice and will be used by both Departments in determining whether log trucks are safely loaded.

The guide has been published and is available as Vehicle Information Bulletin No. 9 (issued May 1983). It includes sections on the design and maintenance of bolsters, chocks and pegs, loading and unloading of logs, use of chains and checking for warning or damaged chains.

SEATING IN SMALL AND MEDIUM BUSES

The arrangement of seats in small and medium buses has caused problems over the years for both bus operators and Transport Inspectors of the Public Vehicles Section.

Operators often re-arrange the seating configuration to increase seating capacity, and the Inspectors have had occasional difficulty in determining whether the modifications met the required standards for passenger safety and comfort.

The Mechanical Engineering Section has issued a series of Bus Specification Sheets showing acceptable seating configurations for the more popular buses with seating capacity for 10–30 passengers. This simplifies licensing and inspection procedures as well as assisting bus operators in offering alternative seating arrangements to increase passenger numbers.

PUBLICATIONS

The following publications are available from the section for the guidance of vehicle owners and operators —

- Vehicle Information Bulletins —
 - No. 1 — Mudguards (a guide to the regulatory requirements).
 - No. 2 — Personally Imported Vehicles (a guide to the importing of passenger or light commercial vehicles).
 - No. 3 — G.C.M. and G.V.M. (a guide to gross combination and gross vehicle mass ratings).
 - No. 4 — Tinted Films for Windows of Motor Vehicles.
 - No. 5 — Vehicles Powered by L.P. Gas (the safety requirements prescribed by law).
 - No. 6 — Lighting for Heavy Vehicles (a guide to the minimum requirements for lighting equipment).
 - No. 7 — Caravans and Trailers (the requirements for safe use).
 - No. 8 — Wheels and Tyres (a guide for vehicle owners).
 - No. 9 — Log Truck Safety (a guide to safe loading).
 - No. 10 — Engine Changes and Engine Modifications (how to obtain approval).
- A Guide to Road Vehicle Limits (a guide to understanding the Traffic (Vehicle Loads and Dimensions) Regulations 1975).

PUBLIC VEHICLES SECTION

Re-organisation within the section during the year saw the creation of two new positions; those of Chief Transport Inspector in charge of the Transport Inspectors' activities, and Supervisor responsible for clerical and administrative duties.

The training of uniformed staff continued, with officers attending the Tasmania Police Academy for Advanced Driving tuition.

PUBLIC VEHICLE LICENCES

Some 3 230 applications for public vehicle licences were received of which 82 were refused and 61 were withdrawn. Of the remainder 45 warranted formal hearings or enquiries.

Details are summarised in the following table:—

<i>Type of Application</i>	<i>Issued</i>	<i>Withdrawn</i>	<i>Refused</i>	<i>Total</i>
New licences —				
Cart	372	43	26	441
Carrier	12	4	4	20
Omnibus	25	2	2	29
Omnibus Exemption	10	2	2	14
Coach	34	1	14	49
Cab	5	2	2	9
Hire Car	2	3	11	16
Aircraft	12	1	16	29
Ancillary	957	} (Issued as of right)		957
Hire and Drive	1 558			1 558
	2 987	58	77	3 122
Variations of Licence Conditions	81	2	4	87
Temporary Licences	....	....	....	....
Transfers of Licences to other Traffic Areas	19	1	1	21
	3 087	61	82	3 230

Some 2 355 public vehicle licences were transferred during the year.

PUBLIC VEHICLES LICENSING APPEAL TRIBUNAL (P.V.L.A.T.)

As a consequence of Transport Commission decisions in respect of some public vehicle licence applications, 24 appeals were lodged with P.V.L.A.T. against those decisions of which 11 appeals were upheld, 10 were dismissed, 2 were withdrawn and 1 was adjourned.

REVENUE FROM PUBLIC VEHICLE LICENCE FEES

Revenue this year was \$130 491. It should be noted that these fees have not been increased since 1965.

A comparison of the fees received this year with 1981–82 is shown in Appendix 2.4.

OUT-OF-AREA PERMIT FEES

Fees totalling \$114 248 were paid into the State Highways Trust Fund during the year.

Details of fees received this year compared with 1981–82 is shown in Appendix 2.5.

WEIGHING FACILITIES

Negotiations are in train with Australian National Railways to lease or purchase weighbridges at Ulverstone, Deloraine and Scottsdale. The weighbridge at the Bailey Bridge is now in storage, but it is planned to relocate it at either Bridgewater or Ulverstone.

VEHICLE INSPECTIONS

Some 87 356 vehicles were inspected during the year, and Appendix 2.9 gives a breakdown of the statistics, showing by area the types of vehicles inspected, the action taken and the type of inspection.

It is noted that 3.4 per cent of vehicles inspected in used car yards were issued with defect or discontinuance notices compared with 21.7 per cent in 1977–78 and 1.9 per cent in 1980–81.

Coach and omnibus inspections almost doubled, primarily because of the Department's newly adopted policy of inspecting all coaches, and also because of the need to inspect some coaches two or three times to ensure the correction of all faults.

The standard of cabs and hire-cars is generally good, but their average age is increasing, a reflection perhaps of the economic status of the industry.

OVERLOAD VEHICLES

Some 9 207 vehicles were checked for overloading, and 517 successful prosecutions resulted in \$70 520 in fines and special penalties. One hundred and ninety-three written warnings were issued in marginal cases.

MOTOR REGISTRY**VEHICLE REGISTRATIONS**

Vehicle registrations (including renewals, but excluding tractors and trailers) increased by 1.97 per cent to 246 733 over the year.

The number of new vehicle (excluding motor cycles) registrations dropped by 6.6 per cent to 14 488 whilst new motor cycle registrations declined by 10.8 per cent to 990.

Approval was given to 81 applications for restricted registrations.

DRIVERS' LICENCES

Drivers' licences (including renewals) issued during the year totalled 187 316. There were 244 209 licences on issue at 30 June 1983.

The number of new licences issued declined by 6.08 per cent to 17 229.

The 3 year licence scheme is favoured by 19 527 drivers, whilst the 2 year scheme finds favour with only 9 477 drivers.

DRIVER'S LICENCE DISQUALIFICATIONS

During the year 4 549 persons were disqualified for drink/driving offences, demerit points disqualifications, and other offences including speeding, driving whilst disqualified and failing to obey road signs and traffic signals.

	1978-79	1979-80	1980-81	1981-82	1982-83
Disqualified for drink/driving offences	4 018	3 853	3 531	3 480	3 718
Demerit points	1 292	1 223	1 281	1 631	2 007
Other offences	2 423	1 874	1 847	1 544	1 703
TOTAL	7 733	6 950	6 659	6 655	7 428

Demerit points disqualifications for the prescribed period of 90 days are analysed below —

	1978-79	1979-80	1980-81	1981-82	1982-83
9 points in 3 years	792	827	874	1 218	1 411
4 points in 1 year (provisional licence holders)	500	396	407	413	596
TOTAL	1 292	1 223	1 281	1 631	2 007

A breakdown of the 7 428 disqualifications and the licence status is shown with the 1982-83 figures.

Disqualification period	1980-81	Per Cent	1981-82	Per Cent	1982-83	Per Cent
90 days (demerit points)	1 281	19.3	1 631	24.5	2 007	27.0
0-3 months	448	6.7	510	7.7	657	8.9
3-6 months	1 250	18.8	1 186	17.8	1 337	18.5
6-12 months	1 639	24.6	1 398	21.0	1 605	21.6
12-24 months	1 246	18.7	1 204	18.1	1 152	15.5
24 months and over	795	11.9	725	10.9	630	8.5
	6 659	100%	6 655	100%	7 428	100%

<i>Licence Status</i>	<i>1980-81</i>	<i>Per Cent</i>	<i>1981-82</i>	<i>Per Cent</i>	<i>1982-83</i>	<i>Per Cent</i>
Learner (including out of State if known)	172	2.6	246	3.7	273	3.6
Provisional (including out of State if known)	1 089	16.4	1 041	15.6	1 260	17.0
Ordinary (including out of State if known)	3 733	56.0	4 136	62.2	4 528	61.0
Driving without a licence (including disqualified)	1 665	25.0	1 232	18.5	1 368	18.4
	6 659	100%	6 655	100%	7 428	100%

RESTRICTED DRIVERS' LICENCES

A 'restricted drivers licence' is issued by the Department on the authority of a court order. It is intended to overcome unusual hardship resulting from disqualification by permitting a person to drive subject to restrictions imposed by the Court.

This year 877 'restricted' licences were issued.

The table below shows the trend over the past five years:—

<i>1978-79</i>	<i>1979-80</i>	<i>1980-81</i>	<i>1981-82</i>	<i>1982-83</i>
756	836	796	797	877

HOBART MOTOR REGISTRY RENOVATIONS

Renovation of the Hobart Motor Registry during the year resulted in improved working conditions for staff, and direct access for the public to and from the off-street car park.

WEIGHING OF MOTOR VEHICLES

Motor tax is no longer determined on a power/mass formula. For motor cars it is now determined on the number of cylinders and, in the case of goods carrying vehicles, on the gross vehicle mass or combination vehicle mass.

Consequently, vehicles are no longer required to be weighed prior to initial registration or re-registration, resulting in less inconvenience and cost to the motoring public.

MOTOR CYCLE TRAINING

About 700 students undertook the motor cycle training course under the supervision of a full-time training officer as a prerequisite to the issue of a learner's licence. His main duty is to select and train new part-time instructors and to monitor their performance to ensure uniformity of instruction. Experience indicates there is a high turnover of instructors caused by transfers in employment or changes in social patterns. Preliminary statistics suggest that there has been a significant reduction in the casualty accident rate of first year riders.

The scheme has created great interest from interstate authorities, and senior officers have visited Tasmania to gain first-hand knowledge of the scheme. It appears most States will introduce similar courses based on the Tasmanian experience.

The Penguin Speed Bowl has been made available for motor cycle training and with the assistance of the Municipality of Penguin, it is being developed as the training centre for the North-West Coast. Because of the ideal facilities available at this centre, the advanced Level 2 training course will be mandatory for those persons who hold a motor cycle learner's licence and wish to gain their provisional rider's licence. Other centres in Hobart and Launceston will commence similar training when centres have been established.

TRAFFIC ENGINEERING DIVISION

The Transport Commission, in accordance with the provisions of the Traffic Act 1925, is the sole approving authority for the installation of all regulatory traffic control devices, including signs, line markings, traffic islands and traffic signals.

The Traffic Engineering Division supports the Commission's authority by undertaking the specialist engineering role of safely managing pedestrian and vehicular traffic on Tasmania's road network. In addition, the Division operates a comprehensive computerised accident data base and research facility in support of the State's road safety activities.

The main thrust for traffic engineering investigations during the year was centred on area traffic management. The progressive installation of 'slow point' traffic management measures, should prove particularly effective in reducing the number of accidents.

Division officers continued to work closely with municipal council officers on local 'black-spot' investigations.

COMMITTEES

The Division represents the State on the following national committees:—

- MS/12 Road Signs and Traffic Signals — a Standards Association Committee which reviews and updates the 'Manual of Uniform Traffic Control Devices';
- Australian Committee on Road User Performance and Traffic Codes (A.C.R.U.P.T.C.) — this Committee, through the Australian Transport Advisory Committee (A.T.A.C.), is responsible for recommending traffic laws for adoption on a uniform basis by all States;
- S.C.A.T.S. Management User Group (S.M.U.G.) — the software from the 'Sydney Co-ordinated Adaptive Traffic System' (S.C.A.T.S.) has been adopted nationally and is now managed by S.M.U.G.

At the State level the Division provided representation on —

- Level Crossing Warning Committee — reviews the operations of, and makes recommendations to, Australian National Railways, and the Emu Bay Railway Company for safety improvements to rail level crossings throughout the State;
- Road Safety Traffic Advisory Committee (R.O.S.T.A.C.) Technical Sub-committee — an inter-departmental liaison sub-committee responsible for officer level co-ordination between the Transport, Police and Main Roads Departments;
- Various technical working committees involved with —
 - Glen Dhu Design Review Group
 - Launceston Central Area Traffic Study
 - Burnett Street Environmental Impact Study
 - Launceston Transportation Review Study
 - Derwent Region Transportation Study.

ADMINISTRATION SECTION

This section provides stores control, clerical and budget support to the Division. The 1982–83 budget appropriation administered by the section was \$1.715 m. Considerable pressure was placed on the section coping with the workload initiated by, and received within, the Division in its efforts to achieve maximum co-operation with all interested groups.

The section maintains the Division's bin stores (\$0.5 m) and co-ordinates maintenance and replacement programs for plant and equipment. Some 767 orders were issued to local government and road authorities for the installation and maintenance of signs and line markings.

TRAFFIC SIGNAL SECTION

Low cost traffic management measures are more in demand as traffic accident countermeasures as the cost of road construction increases. Traffic signals provide a low cost solution to traffic conflicts, and facilitate the maximum benefit from existing road networks without the need for costly road widening and reconstruction works.

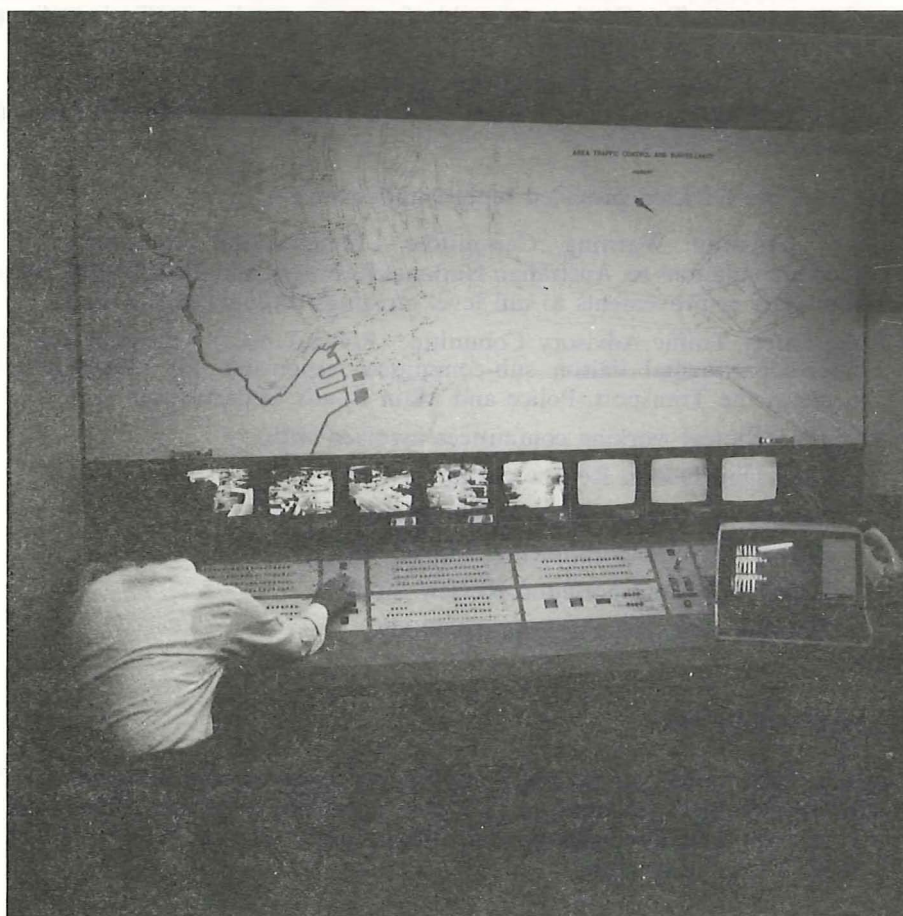
Two sets of vehicle actuated traffic signals were installed this year at the Hobart/Opossum Road intersection and the Frederick/St John St (Launceston) intersection. This brought the overall total of signals to 179, made up by vehicle actuated (140), pedestrian operated (37) and fire emergency control (2).

Major modifications were made at several sites, including the replacement of obsolete controllers with modern sophisticated equipment. The increased use of microprocessor controllers in the Hobart and Launceston areas significantly reduced maintenance call-outs. The programmed replacement of old relay-type controllers with such equipment will substantially reduce maintenance costs and signal breakdowns.

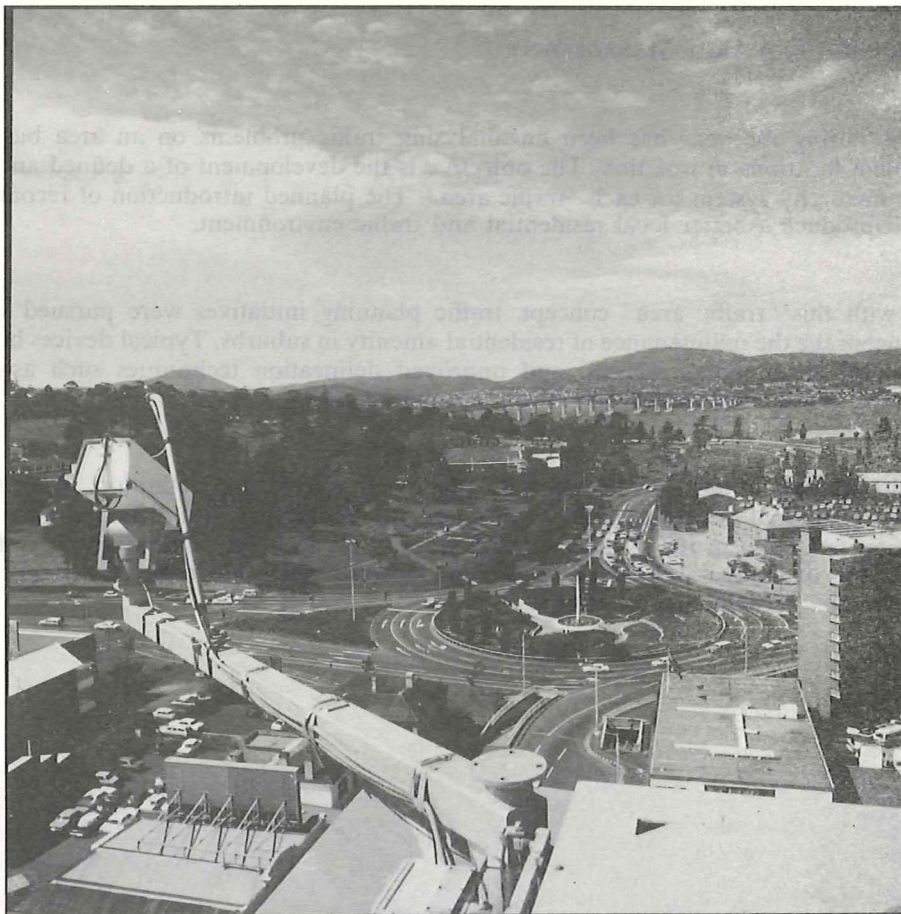
Daily traffic reports, covering morning and evening peak travel times in the greater Hobart area, are provided from the section's control room. The service is provided through A.B.C. radio and public response has resulted in the A.B.C. seeking an extension of this service.

TRAFFIC SIGNAL CO-ORDINATION

The Division participated in the S.C.A.T.S. Management User Group (S.M.U.G.) which administers changes and operational aspects of traffic signal co-ordinating hardware and software. New Zealand and all Australian States, except Queensland, are represented on the Committee.



Original Traffic Signal Control Room — Hobart



Camera Surveillance — Traffic Signals at Railway Roundabout Hobart

The existing co-ordination network has been extended to cover most of the Hobart Central Business District.

A new traffic signal control and surveillance centre is being constructed which, when completed, will enhance co-ordination control and permit upgrading of the Hobart system, including the signals in Sandy Bay Road, to a more adaptive and responsive network.

The new co-ordination system will be commissioned in 1984 following upgrading of the intersection controllers to an improved microprocessor variety.

Launceston's first co-ordinated traffic signal system, commissioned during the year, provides a fixed-time co-ordinated link network for the traffic signals in Wellington and Bathurst Streets.

Plans are well advanced for the construction of a traffic signal control centre in Launceston to permit staged area co-ordination upgrading to a similar system to Hobart.

MAINFRAME COMPUTER PERIPHERAL MAINTENANCE

The section is now responsible for installing and maintaining all peripheral equipment connected to the Department's mainframe computer installation. Installation and maintenance services have been extended to other Government Departments which are users of the Department's mainframe.

ROADS AND SERVICES SECTION

TRAFFIC PLANNING AND AREA MANAGEMENT

Emphasis during the year has been on analysing traffic problems on an area basis, rather than treating problem locations in isolation. The objective is the development of a defined and appropriately merged road hierarchy system for each 'traffic area'. The planned introduction of recommended traffic measures will produce a better local residential and traffic environment.

In line with this 'traffic area' concept, traffic planning initiatives were pursued with municipal councils to encourage the maintenance of residential amenity in suburbs. Typical devices being introduced are mini-roundabouts, median islands, and improved delineation techniques such as safety bars to separate moving traffic and provide a lead up to solid islands.

The mini-roundabout has proved extremely effective in intersection definition. A normal intersection has 33 conflict (potential accident) points. Roundabouts reduce these conflicts and slow vehicles down with a resulting reduction in the number of, and severity of, accidents. One example is the roundabout at the intersection of Berega and Tanundal Streets, Howrah which has reduced the intersection from a 'black-spot' to an 'accident-free' location.



Typical Mini-Roundabout — Berega/Tanundal Streets, Intersection, Howrah

'ONE-WAY' SCHEMES

In the interests of road safety it has been necessary to convert the following streets, which have extremely narrow road width, to 'one-way' traffic flows —

- Service Road, High Street, Launceston;
- Maroona Lane, South Devonport;
- Orana Place, Riverside.

PEDESTRIAN FACILITIES

Part-time children's crossings were provided at —

- Main Street, Kempton;
- York Street, Bellerive;
- Innes Street, Strahan.

There are now 124 children's crossings in the State.

An upgraded zebra-type pedestrian crossing treatment has received good reactions from both road users and local authorities. It involves the opposite kerb-lines being extended onto the roadway at the crossing to offer greater motorist/pedestrian visibility.

ROAD SIGNS AND MARKINGS

Resulting from around 1 700 investigations into traffic matters, some 470 traffic control devices and schemes, involving the installation of signs and markings, were approved during the year. The maintenance of existing devices continued and 220 schemes were provided with new signs and markings.

TRAFFIC STUDIES

The Division participated in the following studies:—

- Waverley Street: Review of closure and its effects on traffic in South Street — The initial report was updated for referral again to the Clarence Council and other organisations later in 1983.
- Mount Stuart — Discussions continued with the Hobart City Council and the Mount Stuart Progress Association on measures to divert non-local traffic away from its suburb. A public display of the proposed solution is planned.
- Battery Point — A comprehensive draft report was completed and is now being evaluated by the Hobart City Council and the Battery Point Progress Association.
- Mount Nelson: Relocation of Hobart Matriculation College — A study was made of the traffic implications on the relocation of the College to the Mount Nelson Campus.
- Kingston Central Area: Traffic Management Plan — A joint study with the Kingborough Council produced a management plan addressing traffic problems in the shopping centre. This will provide the Council with a model for future planning.
- Launceston Central Area Study — An ongoing study with the Launceston City Council to review the one-way traffic system, congestion points and all kerbside parking facilities in the Central Business District.
- Riverside: Strategic Access Study — A study of future road improvements and major traffic control requirements along the West Tamar Highway, with attention to the ultimate road system through Riverside.
- Glen Dhu: Wellington Street Traffic Management Study — A study of the traffic impact of Stage I connection of the Southern Outlet into Wellington Street.
- Devonport Traffic Study — The final report has been adopted in principle by the Devonport City Council.
- Cooe Traffic Study — Agreement was reached with the Burnie Council to upgrade traffic signal facilities in Cooe.
- Sub-division Proposals — The Division evaluated further various sub-division proposals for the Town and Country Planning Commission throughout the year.
- Road Mirrors: Effectiveness — A detailed study was made of the effect of road mirrors on urban arterial roads. Analyses and field tests revealed that these mirrors are not effective, and tend to mislead drivers.

ACCIDENT RESEARCH SECTION

The section manages a computer-based information system of all reported traffic accidents. The information is used in the preparation of a range of statistical reports for users in such areas as —

- Departmental policy analyses and traffic engineering;
- Tasmania Police Traffic Control;
- Department of Main Roads;
- City and municipal engineering and planning;
- University and other research.

ACCIDENT ANALYSIS

The computerised accident analysis system was further refined to provide the basis for the introduction of a new summary format, the Traffic Accident Appreciation, which is made available, as requested, for specific locations.

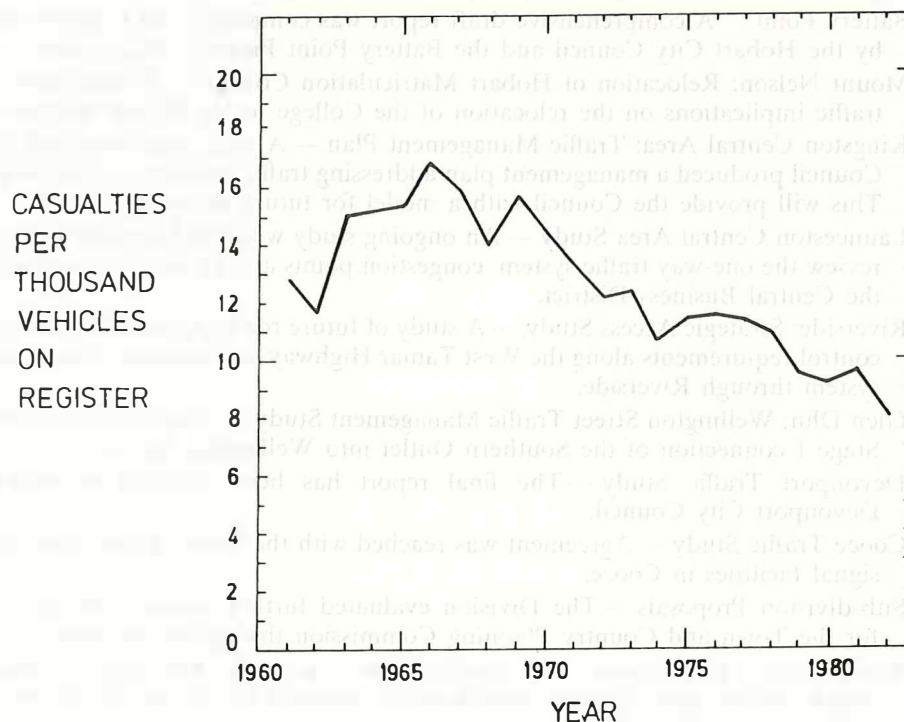
Innovations in the Appreciation format involve —

- focusing on those accident characteristics shown to be the most effective indicators of safety performance;
- provision of comprehensive control data on appropriate comparative location types in the State, enabling the safety performance of the subject location to be placed in perspective, and assisting identification of opportunities for accident countermeasures.

TRAFFIC ACCIDENT TRENDS

Traffic accident trends for Tasmania for the period 1961 to 1982 are depicted in the accompanying graph. The general decrease in casualty accident frequencies since the late 1960's can be attributed to the introduction of a range of traffic engineering, road construction, enforcement and vehicle improvements, and to initiatives with traffic and road safety legislation and road safety education generally.

The road accident trend in
Tasmania 1961–1982



IDENTIFICATION OF ACCIDENT 'BLACK-SPOTS'

The program for identifying high-ranking accident locations has been developed further to provide more broadly-based criteria for determining priorities. The program of evaluation of existing 'black-spot' countermeasure treatments has been increased simultaneously to allow future treatments to be more closely 'fine-tuned' on the basis of past experience.

Whilst the major effect has been towards developing the identification system, some 15 problem sites were identified this year for remedial action.

FATAL ACCIDENT LOCATIONS

As part of the 'black-spot' identification streamlining, the location-centred analysis of fatal accidents has been incorporated within the 'black-spot' process. Twenty-eight locations were reviewed during the year.

RESEARCH STUDIES

The following is a selection of the studies which took place during the year:—

- Pedestrian Accidents and Countermeasures in Tasmania — pedestrian accidents for the period 1977–81 were studied and recommendations proposed for improved pedestrian safety, including new guidelines for pedestrian facilities. The report has been finalised but has not yet been released.
- Traffic Accidents in the Launceston Central Business District.
- Accidents on the Tasman Bridge with special emphasis on weather effects.
- Traffic Accidents — King Island.
- Seatbelts — Opportunities for further injury reduction.
- Demerit Points — Deterrence effect.
- Effectiveness of Motor Cyclist Training Scheme (1st stage).

URBAN TRANSPORT CO-ORDINATION DIVISION

This Division has co-ordinating and secretarial support roles in transport planning and project implementation throughout the State.

DERWENT REGION TRANSPORTATION STUDY (D.R.T.S.)

The D.R.T.S. Implementation Co-ordination Committee is responsible for major projects in the Hobart area and is supported in its role by the Division. This year the Division liaised on the following D.R.T.S. projects:—

- Burnett Street widening;
- Glenorchy city centre by-pass;
- Main Road/Springfield Avenue intersection;
- Flagstaff Gully link road,

and was heavily involved in planning for the Davey Street extension scheme including the railway sliproad and the Campbell Street extension.

LAUNCESTON TRANSPORTATION REVISION (L.T.R.)

The L.T.R. Implementation Co-ordination Committee is responsible for major projects in the Launceston area. The Division also provides a support function for this Committee and was involved in the following L.T.R. projects during the year —

- Royal Park interchange;
- West Tamar Highway;
- Tasman Highway;

- Wellington Street;
- Talbot Road;
- George Town climbing lane;
- Southern Outlet Road and its final stage, the Glen Dhu corridor scheme.

LAUNCESTON CENTRAL AREA TRAFFIC STUDY

The Division is assisting with this Study which is now nearing completion.

KINGSTON/BLACKMANS BAY BUS SERVICES

At the request of the Commissioner for Transport the Division has been making a thorough examination of bus services in the Kingston/Blackmans Bay area, and completion of the report is anticipated by mid-October.

ROAD LINKS — WEST COAST TO NORTH-WEST COAST

The Division also assisted the Department of Main Roads by carrying out a comprehensive investigation of the feasibility of improving road links between the West Coast and Smithton, Burnie and Devonport.

P.T.A. ENGINEERING

P.T.A. Engineering ranks very highly among Australia's top machine shops and operates within the 'AS 1822 Quality Control System' for defined quality control procedures.

P.T.A. Engineering, subject to the surveillance of the Director Naval Ordnance Inspection, is able to undertake regular defence contracts in addition to supplying components to the power generation, aluminium, brewing, automobile and mining industries.

The economic recession in 1982-83 resulted in a downturn in the mining, aluminium production and automobile industries with very severe consequences for P.T.A. Engineering, as shown below —

- the loss for this year increased by more than 300 per cent;
- sales increased only marginally, by \$77 000;
- sundry debtors increased by almost 250 per cent;
- the value of works in progress decreased by about 50 per cent.

From November 1982 workshop idle time in excess of 700 hours per week was quite common and this is reflected in the sales and loss figures for the year. The lost production time was used for machine maintenance, machine reconditioning and building maintenance.

SALES AND MARKETING

Several marketing initiatives were taken in an effort to maintain sales.

P.T.A. Engineering participated in the Australian Mining and Exploration Exhibition in Sydney in February 1983 and, as a direct result, a contract was arranged giving E.I.M.C.O. Australia Pty Ltd sole marketing rights for mining equipment parts distributed to the mining industry in Western Australia, South Australia, Victoria and New South Wales. Sales of this equipment currently amount to \$5 000 per week.

P.T.A. Engineering followed up the Sydney venture by organising a local display at Queenstown. Mechanical engineers from all the West Coast mining companies were invited, and the Minister for Mines attended and addressed customers and potential customers. The display has led to increased sales and better customer-relations.

It is planned to participate in a major South-East Asia mining exhibition, 'Mining Indonesia', in Jakarta in October 1983. Most of the costs of participation will be met by the Australian Government under its export incentive scheme.

Major sales during the year included —

- wet end blocks for Savage River Mines;
- missile components for General Dynamics (U.S.A.);
- compactor rollers and punches for Queensland Nickel;
- a range of parts for various underground mining industries.

LOOKING AHEAD

Interest and depreciation charges and other overheads mean profitability is possible only if P.T.A. Engineering workshops maintain optimum efficiency and productivity in normal working hours and, in addition, obtain sufficient work to justify approximately 12 per cent overtime.

P.T.A. Engineering is well-placed to make a good recovery when market conditions improve.

STAFF

Sincere thanks are extended to all staff for their service and support throughout the year.

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1. TRANSPORT DEPARTMENT —

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- 1.2 Consolidated Trading Account.
- 1.3 Profit and Loss Account.
- 1.4 Net Revenue Appropriation Account.
- 1.5 Depreciation, Obsolescence and Replacement Account.
- 1.6 Summary of Financial Results.
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- 1.10 Transport Research and Facilities Trust Fund.

2. TRANSPORT REGULATION DIVISION —

- 2.1 Traffic Account.
- 2.2 Motor Taxation Revenue Account.
- 2.3 Stamp Duty Collection Account.
- 2.4 Public Vehicle Licences.
- 2.5 Out-of-Area Permit Fees.
- 2.6 Traffic Infringement Notices.
- 2.7 Motor and Other Vehicles Registered in Tasmania since 1968-69 to 1982-83.
- 2.8 New Motor Vehicles Registered in Tasmania 1968-69 to 1982-83.
- 2.9 Vehicle Inspection Statistics 1982-83.

3. MARINE DIVISION —

Coastal Shipping Service —

- 3.1 Balance Sheet.
- 3.2 Trading Account.
- 3.3 Profit and Loss Account.
- 3.4 Tonnage and Livestock Carried Statistics.
- 3.5 Voyage Statistics 1981-82 and 1982-83.

Bruny Island Ferry Service —

- 3.6 Balance Sheet.
- 3.7 Trading Account.
- 3.8 Profit and Loss Account.
- 3.9 Vehicle Statistics.

4. P.T.A. ENGINEERING —

- 4.1 Balance Sheet.
- 4.2 Trading Account.
- 4.3 Profit and Loss Account.

Appendix 1.1
TRANSPORT DEPARTMENT
Balance Sheet as at 30 June 1983 Transport Act 1981, section 18 (1E)

1981-82		Note	\$	1982-83	\$
\$				\$	\$
(A) NATURE AND SOURCE OF FUNDS —					
(1) For Permanent Capital:					
7 295 463	From interest bearing loans by State Treasury less amounts written off and repayments		....	6 736 444	
664 637	From interest bearing loans by Commonwealth Government, less repayments —				
309 680	M.V. 'Straitsman'		....	567 352	
	Precision Tool Annexe Engineering		....	175 380	
106 166	From non-interest bearing contributions (Commonwealth Government) being value of machine tools and equipment on loan		....	106 166	
8 365 946		(2)			7 585 342
(2) For Working Capital:					
3 451 389	From interest bearing advances by State Treasury for working expenses, purchase and manufacture of stores		4 751 389		
27 371 787	From non-interest bearing contributions from Consolidated Revenue for losses 1.7.74 to 30.6.82	(3)	31 660 787		
30 823 176				36 412 176	
31 660 788	Less Accumulated Loss 1.7.74 to 30.6.82		....	37 135 888	
837 612Dr	Total Net Funds for Working Capital		....	....	723 721Dr
537 289	(3) Loan Redemption Reserve Account		....	....	569 874
102 870	(4) Contribution by Commonwealth Government towards reduction of Loan Liability		....	....	116 384
(5) Provisions:					
251 568	Workers' Compensation	(4)	....	301 009	
15 638	Motor Vehicle Insurance Fund		....	14 971	
76 538	Provision for Annual and Long Service Leave		....	110 558	
343 744					426 538
\$8 512 237	Total Net Funds for all purposes		....	....	\$7 974 426
(B) THIS SUM IS REPRESENTED BY —					
(1) Fixed Assets (at cost, less amounts written off sales and abandoned assets):					
4 645 915	Marine Services, Plant and Equipment		4 203 787		
3 288 419	Less Provision for Depreciation		3 697 898		
1 357 496				505 899	
2 033 865	P.T.A. Engineering		2 026 876		
568 522	Less Provision for Depreciation		705 561		
1 465 343				1 321 315	
1 844 938	Lands and Buildings		1 860 090		
500 056	Less Provision for Depreciation		586 552		
1 344 882				1 273 538	
555 328	Aerodromes		....	560 521	
1 056 452	Computer Equipment		1 177 807		
388 869	Less Provision for Depreciation		588 193		
667 583				589 614	
36 704	Dry Dock		....		
24 469	Less Provision for Depreciation		....		
12 235					
5 402 867	Total Fixed Assets	(5)	....	....	4 250 887

Appendix 1.1 — continued
TRANSPORT COMMISSION
Balance Sheet as at 30 June 1983

1981-82		Note	\$	1982-83	\$
\$				\$	\$
	(2) Investments:				
	Depreciation Account invested with State Sinking Fund				
2 877 371	Commissioners	(6)	....	....	3 530 689
	(3) Deferred Assets:				
250 756	Revenue — Expenditure		305 579		
9 171	Loan — Air Tasmania Ltd ....		....		
259 927				305 579	
	<i>Less Deferred Liabilities:</i>				
9 171	Air Tasmania Ltd ....		....	....	
250 756				305 579	
69 125	Licence — Rock Breakers ....		....	....	
319 881	Total Deferred Assets	(7)	....	....	305 579
	(4) Current Assets:				
980 099	Stock on hand, materials and works in progress		1 031 278		
840 082	Bank		448 644		
13 680	Advances held by Accounting Officers		14 560		
1 058 655	Sundry Debtors		1 850 052		
35 227	Prepayments		81 674		
2 927 743				3 426 208	
	<i>Less Current Liabilities:</i>				
3 015 625	Sundry Creditors, including deposits held		3 538 937		
87 882Cr					112 729Cr
\$8 512 237					\$7 974 426

SUBMITTED: Director of Finance

APPROVED: Commissioner

The above balance sheet is to be read in conjunction with the notes on financial statements following Appendix 1.10.

Appendix 1.2
TRANSPORT DEPARTMENT
CONSOLIDATED TRADING ACCOUNT
Year Ended 30 June 1983

1981-82	1982-83
\$	\$
420 690 Balance from Bruny Island Ferry Service Trading Account	599 515
73 162 Cr Balance from Coastal Shipping Service Trading Account	419 032
44 552 Balance from Precision Tool Annexe Engineering Trading Account	585 290
\$392 080	\$1 603 837

Appendix 1.3
TRANSPORT DEPARTMENT
PROFIT AND LOSS ACCOUNT
Year ended 30 June 1983

1981-82			1982-83	
\$			\$	\$
REVENUE —				
134 963	Public vehicle fees	....	....	130 492
75 000	Contribution from Department of Main Roads towards cost of inspection and weighing of motor vehicles	....	....	85 000
202 020	Contribution from Motor Registry towards inspection of Motor Vehicles	....	....	260 000
40 000	Contribution towards Water Safety Advertising Campaign	....	....	....
	Data Processing —			
93 366	External	....	155 089	
384 522	Internal	....	495 229	
				650 318
23 604	Miscellaneous	....	....	45 812
953 475				1 171 622
LESS EXPENDITURE —				
392 080	Balance from Consolidated Trading Account	....	1 603 837	
2 536 028	Administration and Public Vehicle Control —			
295 354	Salaries and Wages and Payroll Tax	....	2 672 844	
861 183	Superannuation, Pensions and Gratuities	....	344 409	
	Other Costs	....	770 753	
3 692 565				3 788 006
	Depreciation —			
21 219	Buildings	....	21 261	
151 854	Prime Computer Equipment	....	166 052	
12 235	Dry Dock	....	12 235	
25 016	Provision for Loan Redemption	....	26 687	
210 324				226 235
	Interest on Treasury Loans and Advances —			
388 343	Marine Services	....	354 646	
233 713	P.T.A. Engineering	....	315 458	
126 850	Buildings	....	137 247	
41 333	Aerodromes	....	47 001	
89 793	Prime Computer Equipment	....	100 797	
37 065	Other Costs	....	60 852	
915 097				1 016 001
	Interest on Depreciation Fund Monies Used for Purchase of New Assets			
	Section 17 (7) of the Transport Act 1981 —			
7 388	Marine Services	....	21 332	
24 686	P.T.A. Engineering	....	27 073	
536	Buildings	....	587	
32 610				48 992
5 242 676				6 683 071
4 289 201				5 511 449
200Cr	Profit on Sale of Assets	....	....	36 349Cr
\$4 289 001	Balance transferred to Nett Revenue Appropriation Account	....	....	\$5 475 100

	\$
Balance brought forward 30 June 1982	4 289 001
Less amount received from Treasurer under Section 19 (2) of the Transport Act 1981	<u>4 289 001</u>
	
Balance brought down from Profit and Loss Account (Loss for year ended 30 June 1983)	\$5 475 100

Appendix 1.5
TRANSPORT DEPARTMENT
DEPRECIATION, OBSOLESCENCE AND REPLACEMENT ACCOUNT
Year ended 30 June 1983

DEBIT:

	Dry Dock	Computer	General	Motor Registry Burnie	Motor Registry D'port	Motor Vehicle Inspection Stations L'ton	Sackville Street	Traffic Engineering Workshop Hobart	Traffic Engineering Workshop L'ton	Marine Division	P.T.A. Engineering	Total
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Amount applied towards renewals 1.7.39 to 30.6.82	....	....	....	....	....	....	....	....	....	156 478	90 620	247 098
Year ended 30.6.83	....	....	....	....	....	....	....	....	....	....	....	....
										156 478	90 620	247 098
Amount applied towards purchase of new assets, 1.7.39 to 30.6.82	....	....	5 979	....	....	....	....	....	....	136 533	275 422	417 934
Year ended 30.6.83	....	....	....	....	....	....	....	....	....	164 850	3 900	168 810
			5 979							301 383	279 382	586 744
Amount of interest applied towards annual provisions 1.7.39 to 30.6.82	....	....	....	....	....	....	....	....	....	227 505	91 206	318 711
Interest applied towards annual provisions year ended 30.6.83	....	....	....	....	....	....	....	....	....	....	....	....
										227 505	91 206	318 711
Amount applied in reduction of loan liability 1.7.39 to 30.6.82	....	24 178	157 964	6 021	8 564	6 682	307	9 048	156	286 975	61 224	561 119
Year ended 30.6.83	....	10 553	11 134	1 020	1 847	1 468	79	852	81	28 166	12 632	67 832
		34 731	169 098	7 041	10 411	8 150	386	9 900	237	315 141	73 856	628 951
Amount applied in reduction of loan liability and writing off of abandoned assets	36 704	....	....	....	....	....	....	....	....	1 622 355	109 304	1 768 363
Balance at 30.6.83	....	588 193	440 474	21 619	35 858	10 865	1 395	69 313	1 049	3 396 515	426 180	4 991 461
	\$36 704	\$622 924	\$615 551	\$28 660	\$46 269	\$19 015	\$1 781	\$79 213	\$1 286	\$6 019 377	\$1 070 548	\$8 541 328

30

Appendix 1.5 — continued
TRANSPORT DEPARTMENT
DEPRECIATION, OBSOLESCENCE AND REPLACEMENT ACCOUNT
Year ended 30 June 1983

CREDIT:

	Dry Dock	Computer	General	Motor Registry Burnie	Motor Registry D'port	Motor Vehicle Inspection Stations L'ton	Sackville Street	Traffic Engineering Workshop Hobart	Traffic Engineering Workshop L'ton	Marine Division	P.T.A. Engineering	Total
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Special provisions for loan redemption year ended												
30.6.82 ....	....	24 178	157 964	6 021	8 564	6 682	307	9 048	156	286 975	61 224	561 119
Year ended 30.6.83 ....	....	10 553	11 134	1 020	1 847	1 468	79	852	81	28 166	12 632	67 832
		34 731	169 098	7 041	10 411	8 150	386	9 900	237	315 141	73 856	628 951
Amounts charged to annual accounts 1.7.39 to 30.6.82	24 469	378 423	215 300	14 381	24 024	7 788	967	31 798	722	4 026 393	626 447	5 350 712
Year ended 30.6.83	12 235	166 052	11 963	2 558	4 217	1 837	242	2 245	241	439 605	107 901	749 096
	36 704	544 475	227 263	16 939	28 241	9 625	1 209	34 043	963	4 465 998	734 348	6 099 808
Interest credited by State Sinking Fund Commissioners												
1.7.39 to 30.6.82 ....	....	10 446	163 359	2 712	4 357	505	80	27 141	24	878 439	72 397	1 159 460
Year ended 30.6.83 ....	....	33 271	48 345	1 968	3 260	735	106	8 129	62	287 907	6 814	390 597
		43 718	211 704	4 680	7 617	1 240	186	35 270	86	1 166 346	79 211	1 550 058
Interest on Depreciation Fund moneys used for												
purchase of assets: 1.7.39 to 30.6.82 ....	....	....	6 898	....	....	....	....	....	....	50 559	156 061	213 518
Year ended 30.6.83 ....	....	....	588	....	....	....	....	....	....	21 333	27 072	48 993
			7 486							71 892	183 133	262 511
	\$36 704	\$622 924	\$615 551	\$28 660	\$46 269	\$19 015	\$1 781	\$79 213	\$1 286	\$6 019 377	\$1 070 548	\$8 541 328

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Appendix 1.5 — continued
SUMMARY OF DEPRECIATION FUND

	\$
Depreciation applied to repayment Commonwealth Government Loan —	
‘Straitsman’	741 921
P.T.A. Engineering	167 620
Depreciation applied to purchase of new assets	586 744
Depreciation applied to loan redemption	61 207
Depreciation invested with State Sinking Fund Commissioners	3 530 689
Depreciation for investments with State Sinking Fund Commissioners —	\$
Provision for 1982-83	749 096
Special Provision for loan redemption	72 753
	821 849
Interest 1982-83	48 993
	870 842
Less amounts written off 1982-83	380 819
	490 023
	\$5 578 204
Total Provisions as per Balance Sheet—	
Marine Division	3 697 898
P.T.A. Engineering	705 561
Transport Department Building	446 452
Traffic Engineering Workshop—Hobart	69 313
Traffic Engineering Workshop—Launceston	1 049
Motor Registry Burnie	21 620
Motor Registry Devonport	35 857
Motor Vehicle Inspection Station, Launceston	10 865
Sackville Street, Hobart	1 396
Computer	588 193
	\$5 578 204

Appendix 1.6
TRANSPORT DEPARTMENT
SUMMARY OF FINANCIAL RESULTS
Year ended 30 June 1983

	1981-82	1982-83	Increase+ Decrease—
	\$	\$	\$
Losses on Trading Operations —			
Bruny Island Ferry Service	571 624	757 782	+ 186 158
Coastal Service	171 635	636 744	+ 465 109
P.T.A. Engineering	302 952	927 820	+ 624 868
	<u>1 046 211</u>	<u>2 322 346</u>	<u>+ 1 276 135</u>
Expenditure On —			
Secretariat	1 308 360	1 437 967	+ 129 607
Marine Policy	113 065	119 154	+ 6 089
Economic Planning and Research	173 064	118 703	— 54 361
Finance	543 537	560 027	+ 16 490
Data Processing	312 296	187 494	— 124 802
	<u>2 450 322</u>	<u>2 423 345</u>	<u>— 26 977</u>
Public Vehicle Control	<u>1 002 631</u>	<u>981 251</u>	<u>— 21 380</u>
	<u>3 452 953</u>	<u>3 404 596</u>	<u>— 48 357</u>
Less Revenue			
Public Vehicle Fees	134 963	130 492	— 4 471
Inspection and Weighing Motor Vehicles	75 000	85 000	+ 10 000
	<u>209 963</u>	<u>215 492</u>	<u>+ 5 529</u>
	<u>4 289 201</u>	<u>5 511 450</u>	<u>+ 1 222 249</u>
Less Capital Profit			
P.T.A. Engineering	200	3 651 Dr	— 3 851
Marine ....	....	40 000	+ 40 000
	<u>\$4 289 001</u>	<u>\$5 475 101</u>	<u>+\$1 186 100</u>

Appendix 1.7
TRANSPORT DEPARTMENT
GENERAL STATISTICAL SUMMARY
1980-81 to 1982-83

	1980-81	1981-82	1982-83
	\$	\$	\$
TRANSPORT DEPARTMENT —			
Staff employed at 30 June	460	448	441
Net Loss	4 689 968	4 289 001	5 475 101
TRANSPORT REGULATION DIVISION —			
Motor vehicles registered (including trailers, tractors and traders)	288 327	295 262	300 817
New motor vehicles registered	18 017	16 622	15 478
Registration and drivers' licence fees	5 110 958	6 034 994	6 339 628
Motor Tax Revenue	18 301 781	18 511 922	17 024 873
Stamp Duty Revenue	5 380 938	7 400 865	9 450 475
Motor Accidents Insurance Premiums	509 716	525 660	548 639
Number plates	138 252	155 338	151 106
Motor drivers' licences	236 728	238 865	244 209
Public vehicles licensed*	14 276	14 521	14 220
Public vehicles fees and charges (less refunds)	655 058	278 917	236 899
Public vehicle plates and labels	2 878	7 942	7 661
MARINE DIVISION —			
Coastal Shipping Service —			
Revenue	3 331 796	4 213 253	4 502 056
Expenditure	3 313 420	3 847 393	4 609 865
Loss/Profit on operation	18 376Cr	365 860Cr	107 809
Provision for depreciation	291 960	292 697	311 223
Interest	277 156	244 798	217 712
	550 740	171 635	636 744
Less Profit on sale of assets	41 788	....	40 000
Net Loss	508 952	171 635	596 744
Bruny Ferry—			
Revenue	151 962	279 977	212 140
Expenditure	558 321	615 709	655 107
Loss on operation	406 359	335 732	442 967
Provision for depreciation	71 442	84 958	156 548
Interest	131 784	150 934	158 267
Net loss	609 585	571 624	757 782
P.T.A. ENGINEERING —			
Revenue	1 870 579	2 144 308	2 217 869
Expenditure	1 875 546	2 068 396	2 682 626
Profit/Loss on operation	4 967	75 912Cr	464 757
Provision for depreciation	93 466	120 465	120 533
Interest	200 475	258 399	342 530
	298 908	302 952	927 820
Plus Loss on sale of assets	....	....	3 651
Net loss	298 908	302 952	931 471

* Excludes trailers

Appendix 1.8
TRANSPORT DEPARTMENT
Total staff employed 1980-81 to 1982-83

	<i>As at 30 June</i>		
	<i>1981</i>	<i>1982</i>	<i>1983</i>
Transport Regulation Division*	216	157	152
Traffic Engineering Division†	...	58	53
Secretariat Division	49	44	46
Finance Division	47	43	43
Marine Division	52	51	52
P.T.A. Engineering	89	86	86
Economic Planning and Research Division	6	6	6
Urban Transport Co-ordination Division	1	3	3
	<u>460</u>	<u>448</u>	<u>441</u>

* Formerly the Road Transport Branch.

† Formerly part of the Road Transport Branch.

Appendix 1.9
TRANSPORT DEPARTMENT
CAPITAL EXPENDITURE
Year ended 30 June 1983

	<i>1981-82</i>	<i>1982-83</i>
	<u>\$</u>	<u>\$</u>
Capital Expenditure	314 298	310 511
Financed from —		
Loan moneys provided by Parliament	190 000	141 701
Depreciation Fund	124 298	168 810
	<u>\$314 298</u>	<u>\$310 511</u>
Principal Items of Capital Expenditure —		
Marine Division —		
Design Study 'Straitsman'	9 736	...
Purchase of plant and equipment	127 657	164 850
'Mangana' modifications	70 195	...
Traffic Engineering Division — Alterations — Launceston workshop	...	15 152
Precision Tool Annex Engineering — Purchase of plant and equipment		
	13 052	3 960
Aerodromes — Construction	22 978	5 194
General — Computer equipment	70 680	121 355
Loan to Transport Department for the purpose of Section 13 of the Transport Act 1981	...	1 300 000

Appendix 1.10
TRANSPORT RESEARCH AND FACILITIES TRUST FUND
For the Period 1 July 1982 to 30 June 1983

1981-82 \$	Payments	1982-83 \$	1981-82 \$	Receipts	1982-83 \$
	Balance brought forward				
	<i>Traffic Control Signals —</i>				
94 947	New Installations	68 364	407 643	Amount received from Under Treasurer to 30 June 1983	990 895
25 670	Modifications	43 163	2 264	Balance as at 30.6.83	20 439
99 282	Co-ordination — Hobart	68 360			
128 640	Co-ordination — Launceston				
10 000	Central Area Study — Launceston	5 000			
	Traffic Study — Coosec				
	Road Safety — Accident Counter Measures	40 019			
	Traffic Signals — Maintenance	501 550			
	Manufacture for Stock	30 501			
358 539					
	<i>Special Studies —</i>				
2 453	Transport of Logs	898			
3 857	Government Transport Fleet Study	1 816			
2 372	Bass Strait Shipping Costs	14 192			
6 204	Independent Air Fares Committee	262			
1 482	East Tamar Highway	748			
	Empress of Australia Replacement	42 669			
	Naracoopa Jetty Study	23 611			
	Alternate Bass Strait Shipping	17 879			
	Transport of the Disabled	1 042			
	Hobart Airport Upgrading	243			
	Flinders Island Study	3 174			
	Private Bus Operator Study	1 652			
	Monitor Effect A.P.P.M. Dispute	20 310			
	Air Transport (Intrastate)	461			
	Local Ownership Airports (Hobart and Launceston)	138			
	Rail, Road Issues	576			
	Que River Mt Black Study	148			
	Petrol Pricing Study	3 192			
	Tasmanian Freight Equalisation Scheme	3 859			
	Air Freight Study	1 653			
	Road Charging Mechanisms	865			
	National Transport Study	2 138			
16 368					
20 000	Grant to University of Tasmania	14 500			
15 000	Metropolitan Transport Trust	40 000			
	Study Co-ordination	42 408			
	North-West Region Road Links Study	2 642			
	Kingston/Blackmans Bay Study	7 228			
	Payroll Tax	3 809			
\$409 907		\$1 011 334	\$409 907		\$1 011 334

756 947

141 526

The financial statements have been reported in amounts rounded to the nearest dollar. Comparative figures for the previous financial year are shown in each statement.

The following policies have been adopted in the preparation of the statements:—

Financial statements have been prepared on the basis of historical cost, and in accordance with Accounting Standards relative to the Department's operations.

Financial accounts are prepared on an accrual basis. End of year accruals are taken to account for wages and salaries due to be paid between the close of the payroll period and 30 June. Formal creditors accounts are not maintained but an amount estimated as owing to creditors at 30 June is brought to account.

Fixed assets are valued at cost and with the exception of land, are depreciated on the straight line method using rates designed to write the assets off over the expected economic life of the asset.

All assets have been insured with the Tasmanian Government Insurance Office.

Loans are provided by the State Government, and specific loans for the Coastal Shipping Service and the P.T.A. Engineering have been provided by the Commonwealth Government. Interest on Commonwealth Government loans is payable at the long term bond rate at the time the loan is paid. Principal is repayable by equal half yearly instalments over the life of the loan. An additional \$100 000 was repaid to the Commonwealth Government on account of the P.T.A. Engineering loan.

3. WORKING CAPITAL

The trading divisions of the Commission incurred an increased working loss of \$1.267 m and it was necessary to apply to the Treasurer for an advance as provided under section 13 (1) of the Transport Act 1981.

4. PROVISIONS

The following provisions have been made in the financial statements:—

The provision for workers compensation relates to the MARINE DIVISION ONLY, the respective balances at 30 June 1983 being:—

										\$
Coastal Shipping Service	....	....	....	....	....	....	....	....	....	217 014
Bruny Island Ferry Service	....	....	....	....	....	....	....	....	....	83 995
										\$301 009

It is considered that these provisions are sufficient at this time.

This provision has been created to cover cost of repairs to Departmental vehicles, and or third party property involved in accidents. It is considered that this balance is adequate.

This provision relates to accrued annual and long service leave at 30 June and is in respect of the P.T.A. Engineering only. Because of financing constraints the liability relating to other Divisions, is shown as a Contingent Liability. The provision has been calculated on employees salary and wage rates at 30 June 1983.

In accordance with the State Employees (Long Service Leave) Act 1950 the long service leave liability includes all employees with ten or more years of service.

Fixed assets are shown in the financial statements at the cost of acquisition. The Bruny Island Ferry Service commenced operating from new terminals on 4 June 1983. An additional \$73 396 was required to 'write off' the old berths and the loan will be repaid in 1983-84.

6. INVESTMENTS**STATE SINKING FUND**

Under section 17 of the Transport Act 1981 the Department must make provision for the depreciation or obsolescence of any plant, machinery or other assets of a wasting nature, and to invest such moneys with the State Sinking Fund Commissioners. Interest earned on investments is credited to the Fund and amounts may be withdrawn for either new capital purchases or renewals, and contributions to the National Debt Commission.

7. DEFERRED ASSETS

These assets are temporarily financed from revenue funds and written off to working accounts over the expected economic life of the asset.

8. SOURCE OF FUNDS

	\$
Funds from State Treasury —	
Loss 1981-82	4 289 001
Loans (net)	961 772
	<u>5 250 773</u>
Funds from Commonwealth Government —	
Reduce Loan Liability	13 514
Funds from Sinking Fund	32 585
Increase in Provisions	82 794
Decrease in Current Assets —	
Bank	391 438
Increase in Current Liabilities —	
Sundry Creditors	523 312
Decrease in Fixed Assets (Net)	931 189
Repayment Rock-Breaker Licence	69 125
	<u>\$7 294 730</u>
Application of Funds —	
Loss 1982-83	5 475 101
Repay Commonwealth Government Loan —	
‘Straitsman’	87 285
P.T.A. Engineering	134 300
Increase in Investments (Sinking Fund)	653 318
Increase in Current Assets —	\$
Stocks on hand and works in progress	51 179
Advances	880
Sundry Debtors	791 397
Prepayments	46 447
	<u>889 903</u>
Increase in Deferred Assets	54 823
	<u>944 726</u>
	<u>\$7 294 730</u>

9. TRAFFIC ACCOUNT

An amount of \$532 050 relating to traffic signals maintenance which in past years has been charged to the Consolidated Revenue Fund has this year been funded from the Transport Research and Facilities Trust Fund.

Appendix 2.1
TRAFFIC ACCOUNT
Year ended 30 June 1983

1981-82 \$	Payments	1982-83 \$	1981-82 \$	Receipts	1982-83 \$
19 140	Balance brought forward	3 641		Amounts received from Under Treasurer for year ended 30 June 1983, as under —	
	<i>Motor Registration Division —</i>				
2 520 685	Administration charges	\$2 728 759	2 447 000	Motor Registration Division	\$2 592 000
123 921	Number plates	124 180	1 380 350	Traffic Engineering Division	930 000
202 020	Vehicle inspection	260 000			
2 846 626			408 111	Contribution — Motor Accidents Insurance Board	3 522 000
	<i>Traffic Engineering Division —</i>	3 112 939	3 641	Balance to next Account	498 604
574 759	Administration	692 349			28 771
	Provision and maintenance of traffic facilities —				
	Expended by Transport				
180 334	Department	\$135 468			
	Expended by Department of				
52 013	Main Roads	53 519			
		188 987			
16 891	Pedestrian facilities, lighting, etc.	4 970			
	Provision and maintenance of traffic control				
549 339	lights	46 489			
		932 795			
\$4 239 102		\$4 049 375	\$4 239 102		\$4 049 375

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Appendix 2.2
MOTOR REGISTRATION SECTION
Motor Taxation Revenue Account year ended 30 June 1983

1981-82 \$	Payments	1982-83 \$	1981-82 \$	Receipts	1982-83 \$
	Amount payable to the Under Treasurer year ended 30 June			Fees and charges for motor vehicles — registrations and drivers'	
26 329 407	1983	24 236 940	6 048 080	licences	5 451 696
336 093	Refunds of motor tax and fees		155 338	Number plates	151 106
2 268	Refunds of fire levy		90 701	Miscellaneous fees and charges	86 890
		279 538	18 822 127	Motor Tax	17 278 462
			164 118	Public vehicle fees	124 446
			1 387 404	Fire Levy	1 423 878
<u>\$26 667 768</u>		<u>\$24 516 478</u>	<u>\$26 667 768</u>		<u>\$24 516 478</u>

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Appendix 2.3
MOTOR REGISTRATION SECTION
Stamp Duty Collection Account year ended 30 June 1983

1981-82 \$	Payments	1982-83 \$	1981-82 \$	Receipts	1982-83 \$
7 915 437	Amount payable to the Under Treasurer	9 964 952		Stamp Duty Collected —	
11 088	Refunds of stamp duty	34 162	7 400 865	New motor vehicles and transfer of motor vehicles	9 450 475
			525 660	Motor Accidents Insurance Premiums	548 639
<u>\$7 926 525</u>		<u>\$9 999 114</u>	<u>\$7 926 525</u>		<u>\$9 999 114</u>

Appendix 2.4
TRANSPORT REGULATION DIVISION
Public Vehicle Licences years ended 30 June 1982 and 1983

										<i>Number Issued</i>		<i>Fees</i>	
										<i>1981-82</i>	<i>1982-83</i>	<i>1981-82</i>	<i>1982-83</i>
												\$	\$
Cart (motor)	....	....	....	....	....	....	....	....	....	3 897	3 935	23 382	23 610
Cart (trailer)	....	....	....	....	....	....	....	....	....	1 495	1 420	....	....
Carrier (motor)	....	....	....	....	....	....	....	....	....	20	37	120	222
Carrier (trailer)	....	....	....	....	....	....	....	....	....	13	22	....	....
Ancillary (motor)	....	....	....	....	....	....	....	....	....	6 415	6 176	19 245	18 528
Ancillary (trailer)	....	....	....	....	....	....	....	....	....	516	504	....	....
Cab	....	....	....	....	....	....	....	....	....	414	409	1 419	1 359
Hire and drive	....	....	....	....	....	....	....	....	....	2 727	2 608	54 540	52 160
Omnibus	....	....	....	....	....	....	....	....	....	188	196	3 338	3 354
Hire car	....	....	....	....	....	....	....	....	....	60	58	1 800	1 740
Coach	....	....	....	....	....	....	....	....	....	748	740	11 383	10 825
Aircraft	....	....	....	....	....	....	....	....	....	52	61	124	134
										16 545	16 166	115 351	111 932
Transfers, public vehicles	....	....	....	....	....	....	....	....	....	2 058	1 708	2 058	1 708
Transfers, ancillary	....	....	....	....	....	....	....	....	....	798	647	798	647
Duplicates	....	....	....	....	....	....	....	....	....	84	109	84	109
L.P. certificates	....	....	....	....	....	....	....	....	....	857	785	4 285	3 925
Meter tests	....	....	....	....	....	....	....	....	....	898	902	4 487	4 510
										21 240	20 317	127 063	122 831
Public vehicle plates and miscellaneous fees	....	....	....	....	....	....	....	....	....	....	....	7 942	7 660
												135 005	130 491
Refunds	....	....	....	....	....	....	....	....	....	....	....	45	....
												\$134 960	\$130 491

Appendix 2.5
TRANSPORT REGULATION DIVISION
Out of Area Permit Fees years ended 30 June 1982 and 1983

Commodity	Number Issued		Fees	
	1981-82	1982-83	1981-82	1982-83
Cement and concrete products*	497	128	\$ 50 242	\$ 11 228
Iron and steel and metal products	271	....	8 409†	....
Logs*	2 075	512	356	108
Lime and limestone products*	13	11	749	1 316
Mixed loads	....	1 771	....	11 317
Superphosphate*	443	460	50 243	70 963
Timber*	747	358	50 128	28 207
Coal*	121	....	71	....
Other	4 212	....	3 913†	....
Evaded fees‡	....	....	1 140	1 487
	8 379	3 240	\$165 252	\$124 626
Less refunds	....	....	12 322	10 378
Total revenue	....	....	\$152 930	\$114 248

* As from 1 January 1981 these commodities were the only commodities to attract an out of area permit fee.

† Fees refunded.

‡ Recovered through Courts.

Appendix 2.6
TRANSPORT REGULATION DIVISION
TRAFFIC INFRINGEMENT NOTICES — NUMBER AND
TYPES OF OFFENCES

Year ended 30 June 1982 and 1983

										<i>Number Issued</i>	
										<i>1981-82</i>	<i>1982-83</i>
Headlamps	....	....	....	....	....	....	....	....	....	8	8
Signal lamps	....	....	....	....	....	....	....	....	....	244	137
Registration or licence plate	....	....	....	....	....	....	....	....	....	21	13
Tyres	....	....	....	....	....	....	....	....	....	608	449
Wheels	....	....	....	....	....	....	....	....	....	5	1
Steering	....	....	....	....	....	....	....	....	....	23	8
Suspension	....	....	....	....	....	....	....	....	....	6	7
Undue noise	....	....	....	....	....	....	....	....	....	80	37
Undue smoke	....	....	....	....	....	....	....	....	....	12	12
Oil leaks	....	....	....	....	....	....	....	....	....	16	13
Bodywork	....	....	....	....	....	....	....	....	....	6	2
Footbrake	....	....	....	....	....	....	....	....	....	38	12
Handbrake	....	....	....	....	....	....	....	....	....	325	164
Horn	....	....	....	....	....	....	....	....	....	73	35
Wipers	....	....	....	....	....	....	....	....	....	3	2
Rear lamps	....	....	....	....	....	....	....	....	....	53	37
Reflectors and market lamps	....	....	....	....	....	....	....	....	....	6	4
Rear-end visibility	....	....	....	....	....	....	....	....	....	15	3
Driver appearance	....	....	....	....	....	....	....	....	....	4	1
Unlicensed vehicle	....	....	....	....	....	....	....	....	....	....	12
Unlicensed driver	....	....	....	....	....	....	....	....	....	....	13
Unregistered vehicle	....	....	....	....	....	....	....	....	....	5	25
Contrary to conditions	....	....	....	....	....	....	....	....	....	5	11
Out of area without permit	....	....	....	....	....	....	....	....	....	4	6
Overloaded vehicle	....	....	....	....	....	....	....	....	....	6	6
Overdimensional or overload	....	....	....	....	....	....	....	....	....	180	148
Mudguards or flaps	....	....	....	....	....	....	....	....	....	79	94
Others	....	....	....	....	....	....	....	....	....	249	216
TOTAL	....	....	....	....	....	....	....	....	....	2 074	1 476

NOTE: 'Others' includes any offence not covered by the above headings.

Appendix 2.7

TRANSPORT REGULATION DIVISION

*Motor and Other Vehicles Registered in Tasmania
1968-69 to 1982-83*

Year	Motor Vehicles (a)						Other Vehicles	
	Cars (b)	Lorries	Utilities and Panel Vans	Motor Cycles	Total	Per 1 000 of Population	Trailers and Caravans	Trade Plates
1968-69	115 300	9 925	20 164	2 550	147 939	381.3	27 536	434
1969-70	121 675	10 049	20 616	3 071	155 411	396.0	29 753	474
1970-71	127 034	10 233	21 161	3 384	161 812	414.9	31 659	452
1971-72	131 723	10 137	21 127	3 864	166 851	425.6	33 019	457
1972-73	136 732	10 326	21 326	4 616	173 000	436.9	35 118	423
1973-74	145 638	10 981	22 241	6 451	185 311	464.4	37 267	440
1974-75	156 362	11 431	24 043	7 625	199 461	492.5	38 474	450
1975-76	161 211	11 644	25 005	6 793	204 653	502.8	38 739	443
1976-77	167 613	12 180	26 807	5 961	212 561	517.2	41 337	514
1977-78	173 754	12 690	27 970	4 961	219 375	529.9	41 817	498
1978-79	179 069	13 274	29 099	4 471	225 913	542.7	43 028	531
1979-80	182 845	13 677	29 894	5 125	231 541	547.5	43 775	527
1980-81	186 868	13 457	30 720	5 383	236 428	553.8	44 599	520
1981-82	190 294	14 055	32 380	5 238	241 967	564.5	45 544	476
1982-83	192 387	14 401	34 191	5 754	246 733	(c) 572.2	46 465	450

(a) Excludes Commonwealth-owned vehicles.

(b) Includes station sedans, ambulances, buses.

(c) Based on population as at 31 March 1983.

Appendix 2.8
TRANSPORT REGULATION DIVISION
New Motor Vehicles Registered in Tasmania During Year
1968-69 to 1982-83

<i>Year ended 30 June</i>	<i>Cars*</i>	<i>Lorries, Utilities and Panel Vans</i>	<i>Motor Cycles</i>	<i>Total</i>
1969	10 858	2 231	754	13 843
1970	11 405	2 267	773	14 445
1971	11 865	2 343	773	14 981
1972	11 891	2 254	942	15 087
1973	13 000	2 654	1 329	16 983
1974	13 711	2 639	2 590	18 940
1975	16 115	3 744	2 635	22 494
1976	14 581	3 642	1 766	19 989
1977	14 405	4 002	1 341	19 748
1978	14 050	3 727	932	18 709
1979	14 070	3 103	812	17 985
1980	13 362	3 118	1 020	17 500
1981	13 582	3 237	1 198	18 017
1982	12 318	3 194	1 110	16 622
1983	11 406	3 082	990	15 478

* Includes station sedans, ambulances and buses.

Appendix 2.9
VEHICLE INSPECTION STATISTICS
July 1982 to June 1983

											Area				
											Hobart	L'ton	D'port	Burnie	Total
Type of Vehicle —															
Cars	....	....	....	....	....	....	....	....	....	....	8 775	7 794	2 799	3 313	22 681
Light Commercials	....	....	....	....	....	....	....	....	....	....	3 461	2 225	1 446	1 718	8 850
Heavy Rigid	....	....	....	....	....	....	....	....	....	....	4 473	3 646	4 986	3 954	17 059
Prime Mover	....	....	....	....	....	....	....	....	....	....	1 603	3 346	1 033	1 322	7 304
Light Trailer	....	....	....	....	....	....	....	....	....	....	1 661	1 171	762	929	4 523
Heavy Trailer	....	....	....	....	....	....	....	....	....	....	1 642	3 638	1 218	1 415	7 913
Bus	....	....	....	....	....	....	....	....	....	....	2 019	1 329	663	591	4 602
Motor Cycle	....	....	....	....	....	....	....	....	....	....	891	550	348	310	2 099
Prime Mover and Heavy Trailer	....	....	....	....	....	....	....	....	....	....	2 538	5 295	2 115	2 084	12 032
Heavy Rigid and Heavy Trailer	....	....	....	....	....	....	....	....	....	....	57	132	33	71	293
TOTAL											27 120	29 126	15 403	15 707	87 356
Action Taken —															
No Action Taken	....	....	....	....	....	....	....	....	....	....	20 134	24 307	13 427	13 744	71 612
Defect Notices Issued	....	....	....	....	....	....	....	....	....	....	1 273	1 746	458	176	3 653
Discontinuance Notices	....	....	....	....	....	....	....	....	....	....	337	437	23	17	814
Traffic Infringement Notices	....	....	....	....	....	....	....	....	....	....	611	368	172	325	1 476
Reports Submitted	....	....	....	....	....	....	....	....	....	....	1 061	785	447	684	2 977
Vehicles Rejected	....	....	....	....	....	....	....	....	....	....	2 478	1 123	671	507	4 779
Drivers' Licence Production	....	....	....	....	....	....	....	....	....	....	18	37	8	6	69
Accident Report Submitted	....	....	....	....	....	....	....	....	....	....	31	40	16	2	89
Verbal Warning	....	....	....	....	....	....	....	....	....	....	1 177	283	181	246	1 887
TOTAL											27 120	29 126	15 403	15 707	87 356
Type of Inspection —															
6-monthly Ambulance	....	....	....	....	....	....	....	....	....	....	10	18	33	2	63
6-monthly Bus	....	....	....	....	....	....	....	....	....	....	1 856	1 250	639	560	4 305
6-monthly Taxi	....	....	....	....	....	....	....	....	....	....	970	434	74	98	1 576
Roadside Mechanical Check	....	....	....	....	....	....	....	....	....	....	10 066	13 108	7 116	7 969	38 259
Pre-registration and Pre-public vehicle Licensing	....	....	....	....	....	....	....	....	....	....	7 839	4 523	2 334	2 207	16 903
Used Car Yard	....	....	....	....	....	....	....	....	....	....	516	1 871	396	238	3 021
Public Vehicle Check	....	....	....	....	....	....	....	....	....	....	3 953	2 064	2 777	3 621	12 415
Weighing	....	....	....	....	....	....	....	....	....	....	1 762	5 086	1 569	790	9 207
Interstate	....	....	....	....	....	....	....	....	....	....	99	713	444	210	1 466
Accident	....	....	....	....	....	....	....	....	....	....	49	59	21	12	141
TOTAL											27 120	29 126	15 403	15 707	87 356

Appendix 3.1
MARINE DIVISION
COASTAL SHIPPING SERVICE
Balance Sheet as at 30 June 1983

	\$	\$
(A) NATURE AND SOURCE OF FUNDS —		
(1) For Permanent Capital:		
(a) From Interest bearing loans by State Treasury less amounts written off and repayments	....	1 582 105
(b) From interest bearing loans by Commonwealth Government less repayment—M.V. 'Straitsman'	....	567 352
(2) For Working Capital:		
From interest bearing advances by State Treasury for Working expenses and purchase of stores	338 877	
Less Deficit 1.7.82–30.6.83	596 744	
		257 867Dr
(3) Loan Redemption Reserve Account	....	138 810
(4) Contribution by Commonwealth Government towards Reduction of Loan Liability	....	35 732
(5) Provisions —		
Workers Compensation	217 014	
Motor Vehicle Insurance	843	
		217 857
		<u>\$2 283 989</u>
(B) THIS SUM IS REPRESENTED BY —		
(1) Fixed Assets		
(a) Marine Vessels	1 977 857	
(b) Buildings, Plants and Equipment	1 336 227	
	3 314 084	
Less Provision for Depreciation	3 198 519	
		115 565
(2) Investments:		
Depreciation Account invested with State Sinking Fund Commissioners	....	1 804 881
(3) Deferred Assets	....	17 388
(4) Current Assets:	\$	
Advances	2 590	
Sundry Debtors	537 082	
Stock	54 900	
Prepayments	20 389	
	614 961	
Less Current Liabilities—		
Sundry Creditors	268 806	
		346 155
		<u>\$2 283 989</u>

Appendix 3.2
MARINE DIVISION
COASTAL SHIPPING SERVICE
Trading Account for the Year ended 30 June 1983

1981-82		\$	1982-83	\$	\$
Revenue —					
4 196 362	Freight	....	....	4 483 239	
16 891	Miscellaneous	....	....	18 817	
4 213 253				4 502 056	
Less Expenditure — Superintendence and Shore Expenses —					
213 337	Salaries and wages, payroll tax	....	236 650		
85 684	Rental wharves and buildings	....	93 971		
272 138	Other costs	....	340 509		
571 159			671 130		
Operating Expenses —					
910 114	Salaries and wages, payroll tax	....	1 025 174		
290 467	Diesoleum	....	383 592		
1 290 716	Cargo handling	....	1 509 922		
112 626	Port charges	....	150 602		
68 417	Insurance	....	73 498		
330 693	Other costs	....	487 891		
3 003 033			3 630 679		
Repairs and Maintenance — Vessel —					
186 357	Annual survey, fees and repairs	....	209 143		
75 221	Other costs	....	86 362		
261 578			295 505		
11 624	Repairs and maintenance — wharves and buildings	....	12 551		
3 847 394			4 609 865		
275 848	Provision for depreciation	....	293 894		
16 849	Provision for loan redemption	....	17 329		
4 140 091			4 921 088		
\$73 162Cr	Balance transferred to Consolidated Trading Account	....	....	\$419 032Dr	

Appendix 3.3
MARINE DIVISION
PROFIT AND LOSS STATEMENT, COASTAL SHIPPING SERVICE
Year ended 30 June 1983

1981-82		\$	1982-83	\$	\$
73 162Cr	Balance from Trading Account brought forward	....	....	419 032Dr	
....	Less Profit on sale of assets	....	....	40 000	
73 162Cr			379 032		
237 422	Plus Interest on Treasury loans and advances	....	201 611		
7 375	Interest on Depreciation Fund monies used for purchase of new assets	....	16 101		
244 797			217 712		
\$171 635	Deficit for year transferred to Balance Sheet (Working Capital)	....	....	\$596 744	

Appendix 3.4
MARINE DIVISION
Statement of Tonnage and Livestock Carried
Years ended 30 June 1982 and 1983

	1981-82			1982-83		
	Sheep*	Cattle†	General Cargo	Sheep*	Cattle†	General Cargo
	(No.)	(No.)	(Tonnes)	(No.)	(No.)	(Tonnes)
Tasmanian Ports/Victoria —						
Ex Melbourne	19	33	13 757	17	33	23 082
Ex Stanley	708	8 434	18 953	1 097	6 056	20 968
	727	8 467	32 710	1 114	6 089	44 050
King Island/Tasmania —						
Ex King Island	3 811	693	1 597	1 030	4 187	1 006
Ex Stanley	2 661	1 190	9 180	2 868	1 255	7 062
	6 472	1 883	10 777	3 898	5 442	8 068
King Island/Victoria —						
Ex King Island	13 160	17 098	11 435	18 425	10 936	9 330
Ex Melbourne	168	23	14 288	141	22	9 167
	13 328	17 121	25 723	18 566	10 958	18 497
	20 527	27 471	69 210	23 578	22 489	70 615

SUMMARY OF LIVESTOCK SHIPMENTS
Years ended 30 June 1982 and 1983

	1981-82			1982-83		
	Cattle†	Sheep*	Pigs	Cattle†	Sheep*	Pigs
From—						
King Island	17 791	16 971	50	15 123	19 455	131
Stanley	9 624	3 369	1	7 311	3 965	15
Melbourne	56	187	...	55	158	2
TOTAL	27 471	20 527	51	22 489	23 578	148

* Includes lambs and goats.

† Includes horses.

SUMMARY OF GENERAL CARGO SHIPMENTS
Years ended 30 June 1982 and 1983

	1981-82	1982-83
	(Tonnes)	(Tonnes)
From—		
Melbourne	28 045	32 249
King Island	13 032	10 336
Stanley	28 133	28 030
TOTAL	69 210	70 615

Appendix 3.5
MARINE DIVISION
VOYAGE STATISTICS — M.V. 'STRAITSMAN'
Years ended 30 June 1982 and 1983

	1981-82	1982-83
<i>Voyages Out of—</i>		
Melbourne	124	132
King Island	92	87
Stanley	94	106
TOTAL	310	325

Appendix 3.6
MARINE DIVISION
BRUNY ISLAND FERRY SERVICE
Balance Sheet as at 30 June 1983

	\$	\$
(A) NATURE AND SOURCE OF FUNDS —		
(1) For Permanent Capital:		
From interest bearing loans by State Treasury less amounts written off and repayments ....	....	748 330
(2) For Working Capital:		
From interest bearing advances by State Treasury for Working Expenses and purchase of stores	685 619	
Less Deficit 1.7.82-30.6.83	757 782	
(3) Loan Redemption Reserve Account: ....	....	72 163Cr
(4) Contribution by Commonwealth Government towards reduction of Loan Liability ....	....	14 329
(5) Provisions:		
Workers' compensation	83 995	
Motor vehicle insurance	633	
	84 628	
		\$848 960
(B) THIS SUM IS REPRESENTED BY —		
(1) Fixed Assets:		
(a) Marine Vessels	614 145	
(b) Berths and Equipment	275 568	
	889 713	
Less Provision for Depreciation	499 379	
		390 334
(2) Investment:		
Depreciation account invested with State Sinking Fund Commissioners ....	....	677 526
(3) Deferred Assets ....	....	8 868
(4) Current Assets:		
Advances	\$480	
Sundry Debtors	11 335	
Stock	59 166	
Prepayments	14 840	
	85 791	
Less Current Liabilities—		
Sundry Creditors	313 559	
		227 768Cr
		\$848 960

Appendix 3.7
MARINE DIVISION
BRUNY ISLAND FERRY SERVICE
Trading Account for Year ended 30 June 1983

1981-82				1982-83	
\$				\$	\$
Revenue					
279 977	Fares and freight	....	....	....	211 528
....	Miscellaneous	....	....	....	612
279 977					212 140
Less Expenditure					
<i>Superintendence and Shore Expenses —</i>					
84 823	Salaries and wages, payroll tax	....	....	86 359	
26 370	Other costs	....	....	25 884	
111 193					112 243
<i>Operating Expenses — Vessels —</i>					
251 555	Salaries and wages, payroll tax	....	....	261 267	
80 921	Diesoleum	....	....	86 253	
80 070	Other costs	....	....	85 781	
412 546					433 301
<i>Repairs and Maintenance — Vessels —</i>					
81 575	Annual survey fees and repairs	....	....	65 913	
8 512	Other costs	....	....	42 130	
90 087					108 043
1 883	<i>Repairs and Maintenance — Wharves and Buildings</i>	....	....		1 520
615 709					655 107
72 508	Provision for depreciation	....	....		145 712
12 450	Special Provision for Loan Redemption	....	....		10 836
700 667					811 655
\$420 690Dr	Balance transferred to Consolidated Trading Account	....	....	....	\$599 515Dr

Appendix 3.8
MARINE DIVISION
PROFIT AND LOSS ACCOUNT, BRUNY ISLAND FERRY SERVICE
Year ended 30 June 1983

1981-82			1982-83
\$			\$
420 690Dr	Balance from Trading Account brought forward	....	599 515Dr
<i>Plus Expenditure —</i>			
150 921	Interest on Treasury loans and advances	....	153 035
13	Interest on Depreciation Fund monies used for purchase of new assets	....	5 232
150 934			158 267
\$571 624	Deficit for year transferred to Balance Sheet (Working Capital)	....	\$757 782

Appendix 3.9
MARINE DIVISION
BRUNY ISLAND FERRY SERVICE — VEHICLE STATISTICS
Year ended 30 June 1983

<i>Type of Vehicle</i>	<i>1982-83 (12 months)</i>
Cars and station sedans	37 402
All other Vehicles —	
Under 5 metres in length	5 766
5 and less than 6 metres	744
6 and less than 10 metres	1 746
10 and less than 14 metres	294
14 and less than 16 metres	314
Motor cycles	516
Vehicles carried at concession rates*—	
Permanent residents	2 348
Resident pensioners	8 590
Non-resident pensioners	1 410
TOTAL	59 130

* Applies only to cars, station sedans, motor cycles, and utilities, panel vans and campervans under 5 metres in length.

Total number of vehicles carried 1981-82 (12 months): 64 466.

Appendix 4.1
P.T.A. ENGINEERING
Balance Sheet as at 30 June 1983

	\$	\$
(A) NATURE AND SOURCE OF FUNDS —		
(1) For Permanent Capital:		
(a) From interest bearing loans by State Treasury, less amounts written off and repayments	1 200 168	
(b) From interest bearing loans by Commonwealth Government	175 380	
(c) From non-interest bearing contributions (Commonwealth Government) being value of machine tools and equipment on loan	106 166	
(2) For Working Capital:		
From interest bearing advances by State Treasury for working expenses, purchases and manufacture of stores	2 488 325	
Less Deficit 1.7.82–30.6.83	931 471	
	1 556 854	
(3) Reserves and Provisions:		
Loan Redemption Provision	73 857	
Annual and Long Service Leave	110 558	
Contribution by Commonwealth Government towards reduction of Loan Liability	17 407	
	201 822	
		\$3 240 390
(B) THIS SUM IS REPRESENTED BY —		
(1) Fixed Assets:		
(a) Buildings	811 026	
(b) Plant and Equipment	1 215 850	
	2 026 876	
Less Provision for Depreciation	705 561	
		1 321 315
(2) Investment:		
Depreciation Account invested with State Sinking Fund Commissioners	108 805	
(3) Deferred Assets	17 412	
(4) Current Assets:		
Advance	120	
Sundry Debtors	1 047 897	
Stock	753 149	
Works in progress	148 932	
Prepayments	11 855	
	1 961 953	
Less Current Liabilities		
Sundry Creditors	94 060	
Bank	75 035	
	169 095	
		1 792 858
		\$3 240 390

Appendix 4.2
P.T.A. ENGINEERING
Trading Account for the Year ended 30 June 1983

1981-82			1982-83
\$			\$
Revenue			
2 117 296	Sales	....	2 194 306
18 223	Miscellaneous	....	14 920
8 790	Apprenticeship subsidy	....	8 643
2 144 309			2 217 869
Less Cost of Manufacture —			
394 201	Direct labour	....	383 806
925 716	Direct material	....	2 484 927
1 162 126	Indirect costs	....	1 615 120
2 482 043			4 483 853
413 646	Less Manufactured for stock	....	1 801 227
2 068 397			2 682 626
75 912Cr			464 757Dr
107 993	Provision for depreciation	....	107 901
12 472	Provision for loan redemption	....	12 632
\$44 553Dr	Balance transferred to Consolidated Trading Account	....	\$585 290Dr

Appendix 4.3
P.T.A. ENGINEERING
Profit and Loss Statement for the Year ended 30 June 1983

1981-82			1982-83
\$			\$
44 552Dr	Balance from Trading Account brought forward	....	585 290Dr
200	Less Profit on sale of machines	....	(3 650)
44 352			588 940
Plus Expenditure —			
233 714	Interest on Treasury loans and advances	....	315 458
24 686	Interest on Depreciation Fund monies used for purchase of new assets	....	27 073
258 400			342 531
\$302 752Dr	Deficit for year transferred to Balance Sheet (Working Capital)	....	\$931 471Dr